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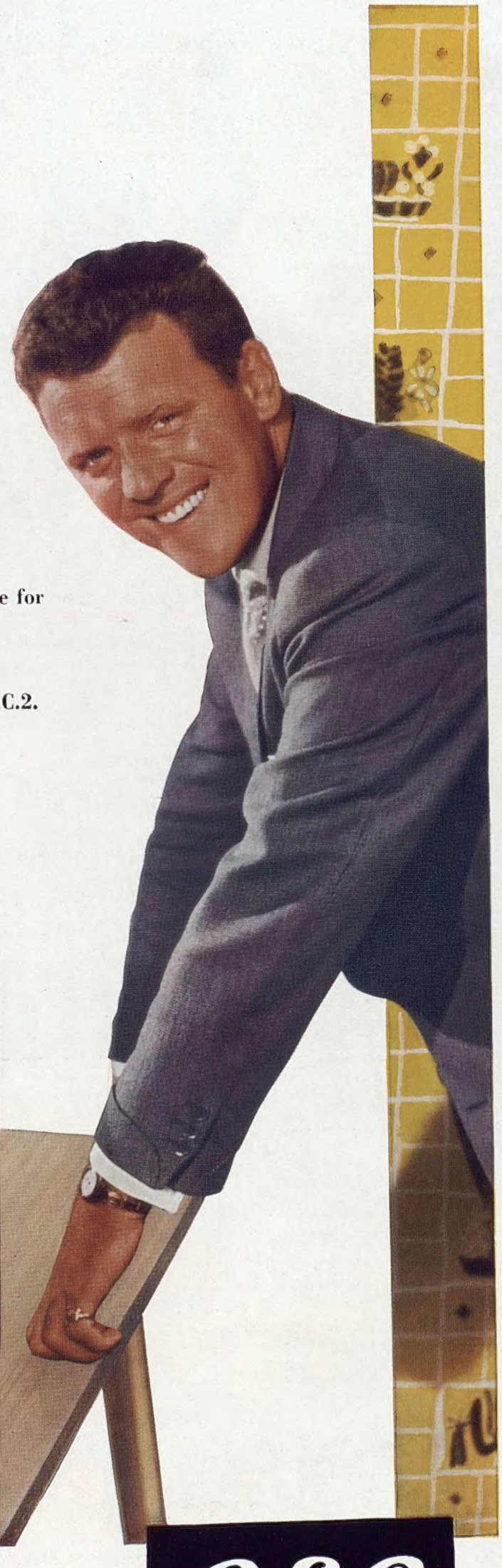

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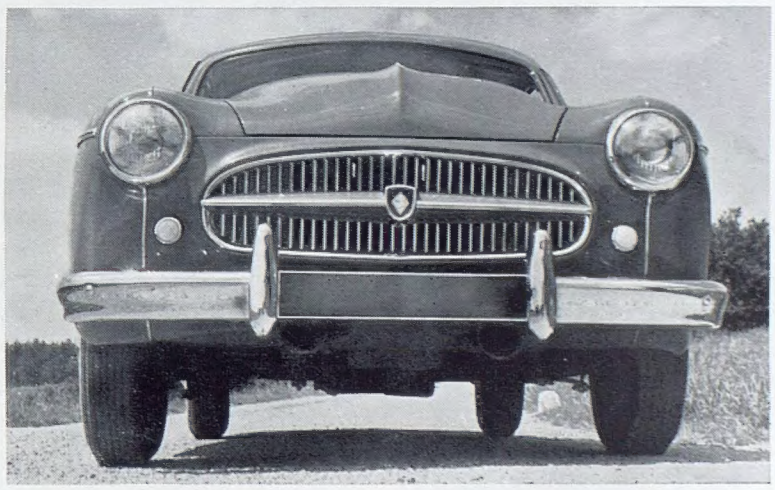

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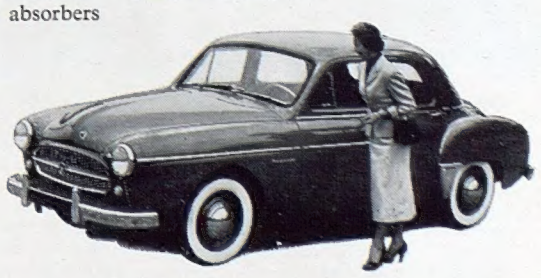

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REMEMBER POPPY DAY

Volume CCXIX No. 2856

The SPHERE, London, November 6, 1954

The SPHERE

with which is incorporated THE GRAPHIC

ESCAPE FROM ASSASSINATION—COLONEL NASSER IS BORNE IN TRIUMPH FROM THE SCENE OF THE ATTEMPT ON HIS LIFE IN ALEXANDRIA : Surrounded by his Cabinet colleagues, the Egyptian Prime Minister is seen sitting on top of a car as it ploughs its way through a throng of ardent well-wishers. Only a short while earlier eight shots had been fired in the direction of the platform from which Colonel Nasser was making a public speech. It was alleged that a member of the Muslim Brotherhood had made the attempt on his life. As a result a large number of the leading members of that organisation, including its Supreme Guide, were arrested.

While Colonel Gamal Abdel Nasser was addressing a huge crowd in the Liberation Square of Alexandria eight shots rang out amid the cheers of the audience, and two people on the Prime Minister's platform were slightly wounded. Pandemonium broke loose, and complete panic was only averted by the repeated calls from Colonel Nasser for every man to remain in his place. Eventually one man, Mahmud Abdel Latif, was extricated. He is alleged to have made a complete confession that he had attempted to kill Colonel Nasser because the agreement signed last month with Britain was not in the interests of Egypt. It was further claimed that the assailant was a member of the Muslim Brotherhood, and that the attempt had been organised by leading members of that powerful association. This gave the Egyptian Government an opportunity of taking drastic measures against the political-religious group, which had for long been a thorn in its side. And the demonstrations of affection and loyalty which Colonel Nasser received on his return to Cairo left no doubt as to the support he still enjoyed. (Other pictures from Egypt appear on page 235.)

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The SPHERE with which is incorporated THE GRAPHIC

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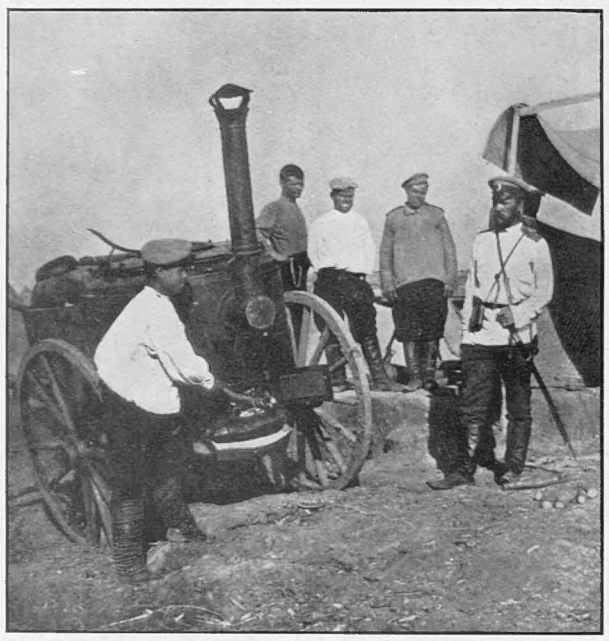
FROM "THE SPHERE" OF 50 YEARS AGO



FEEDING THE RUSSIAN ARMY IN THE FIELD: A "soup-making" apparatus photographed in the Manchurian Hills by THE SPHERE'S special representative with General Kuropatkin during the Russo-Japanese War. It was taken shortly before the battle of Liaoyang when, according to a report published in 1904, the Russian Commissariat Department had an immense amount to do in feeding the 250,000 men who were stationed at the front.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

LIFE TO-DAY IN LONDON'S ART SCHOOLS

By NEVILE WALLIS. Illustrated with Special "Sphere" Pictures

A London Newsletter

195–198, STRAND, W.C.2.

Mob Rule.—The complacency or apathy of the public as the disastrous dock strike wore on would be a thing to marvel at if we were not so familiar with it. That the Cabinet was neither complacent nor apathetic about it we know very well. Its inaction, as week after week the strike held up our imports and exports with results to taxpayers and workers alike which cannot yet be assessed or measured, can only be clear proof that mob-law on this scale is at present recognised as a force against which there is no defence. Quite obviously, the use of the military at the docks was regarded as a desperate remedy and last resort, having regard to the numbers and temper of the strikers. There was nothing else but peaceful persuasion by Ministers and T.U. chiefs, and these efforts fell on deaf ears week after week. But complacency among the public was not universal. Those whose small or larger businesses were soonest threatened with extinction were not complacent nor apathetic, but all their efforts were vain. A dozen little tragedies of ruined traders have trickled in. A typical example is of a small firm dealing in the manufacture and export of special footwear. The raw material they needed—small in bulk—was there ready for them at the docks. They were only too anxious to fetch it away in their own van. But they were warned that the attempt would be too risky. There are no safeguards against mob-law for these smaller victims whose businesses are perishing. To them the strikers must appear as Mau Mau at its zenith before Government and local authorities had contrived measures to reduce its power. And this is England! Complacency and apathy seem out of place, and those of the public most quickly hit by this mob-rule will too late be joined in their condemnation by every taxpayer in the land, not excluding the strikers.

October 23.—Certainly it looks as if October 23, 1954, may become a date in history of comparable importance with October 21, 1805, and June 18, 1815. And perhaps it *is* mean to add the words "on paper" or to murmur "Locarno," and shake one's head and await posterity's verdict. For though the agreements were writ on paper inevitably, the appending of the signatures was a miracle, unbelievable only a few days earlier. And that miracle can only be clear proof of an international change of heart, which had no serious basis in the '20's, and it has produced a series of agreements as different from the Locarnos as cheese from chalk. We really *have* begun "parler européen." France and Germany, or, at any rate, their Premiers, have settled the Saar question, that running sore. Western Germany has become a member of the Atlantic Alliance as a sovereign and a rearmed nation. Nor is this change confined to Western nations. Russia, whether from change of heart or policy, has called for an immediate Four-Power Conference to consider German reunification with free elections—which are matters, the decision of which we have long pressed for in terms which Russia has now conceded for the agenda. Indeed, they are Articles 2 and 3 of the separate Three-Power Declaration signed in Paris. True, there is a sharp divergence of views between the third article of Russia's proposal and the fourth article of the Three-Power Declaration, the withdrawal of occupation troops. But "first things first." It is no occasion for a dusty answer to Russia. But ratification of the W.E.U. is assuredly the essential preliminary.

Talking Peace.—Sir Archibald Hurd has suggested a pleasanter, if longer-term, method of securing peace in this troubled world—to ration these non-stop talks and writings on wars, their horrors and their expense, and to encourage and concentrate talks and writings on peace, its blessings and material advantages. Even as he wrote, there were pundits elaborating the probable course of World War III and discussing the details of how we should meet the attacks of a named enemy. A simple remedy is not always simple of execution. I fancy most of us are either bored or shocked or depressed by these everlasting talks about coming warfare, and by books concerned with recent wars and their sufferings and cruelties and injustice and ruin. But as long as our statesmen are in unusual agreement that there can be no peace except through strength, and that war can only be prevented if both sides are armoured to the last button, we must expect that pundits, official or unofficial, will propagate the gospel of war and ram home the universal duty of preparing for it. And as for war books and those depressing jungle novels, we can hardly expect a return to Jane Austen and Blackmore, while the present generation of authors survives to wield the pen. For even an Emily Brontë finds a limit to pure imaginative creation, and eve the great novelists have admitted that witho cashing-in on their own personal experience of li whether merely emotional or general, they cou hardly have succeeded in peopling a brave, new wor with the character-figments of their imaginatio But we might make a humble start with talks a writings on the blessings of peace. It would give us pleasantly wider choice at our libraries and a alternative item on the B.B.C.'s buzz-box.

Britain and the Sudan.—It wa Sergeant Cuff, if I remember right, who after t loss of the Moonstone, warned that "more would b heard of the Indians," and gave details of date I recall that I ventured an easier prophecy abo the Sudan after the Anglo-Egyptian Treaty, fro which, as far as the Sudan was concerned, we emerge with fewer rights than responsibilities. On the whol the temper of the Sudanese at that time was slightl more pro-Egyptian than pro-British, while in princip the Sudan desired to wave a swift and long farewe to all foreigners. Since then Egypt, in her elabora way, has wooed the Sudanese and Britain has sto comparatively aloof, having been wooing Egypt another matter. But now it seems that the Mah and more than one party in the Sudan are beginnin to fear the progress of this Egyptian wooing which s

RED CHINA'S FIRST ENVOY ARRIVES

MR. HUAN HSIANG FLIES INTO LONDON WITH HIS FAMILY: He is the f diplomatic representative of the Chinese Communist Government to United Kingdom and has the title of Chargé d'Affaires; in this picture he seen in company with his wife and son. Prior to his appointment to t country, Mr. Huan Hsiang was head of the European and African Departm of the Chinese Foreign Ministry. Britain recognised the Communist regi in China in 1950, but Mr. Huan Hsiang's appointment was only announ a few weeks ago, after Sir Anthony Eden had had talks with Mr. Chou En-

No Damned Merit?—There used to "no damned merit" about the Garter. The Du of Omnium, an evil liver with vast political patrona got it as of right. The Premier of his party saw that. To-day Premiers have no say in its bestow They resigned their "rights" in it when the r man in his castle no longer influenced the vote of t poor man at his gate. It is a Sovereign's "grace a favour" offering, like a G.C.V.O., and it is significa that its divorce from politics has enhanced its bestow *on merit.* Sir Anthony well deserved it; if the pre dents are studied, he deserved it as a Commons m a man still in public life, a man who has helped achieve a treaty considered to be of world importan Castlereagh, a commoner, got it after the Peace Tre of 1814; Palmerston after the Treaty of Paris in 18 Salisbury, peer but Foreign Secretary, got it w Beaconsfield after the peace-with-honour treaty Berlin in 1878. Rosebery got it in 1892. Grey never intended to lead to matrimony. The Briti it may be, are now to be cast for the role of the Pe in *Iolanthe*:

> "We cry because we hate you so,
> You wicked, wicked peers . . . *don't go.*"

At any rate, we are being reminded that if we ha lost some rights and assets in the Sudan, our respon bilities remain: to save the Sudan from an undesira marriage and to secure her complete control of h fortune. It is a role which we are quite used playing. It is another chestnut . . . to be pulled o of the fire. *Sie vos, non vobis. . . .*

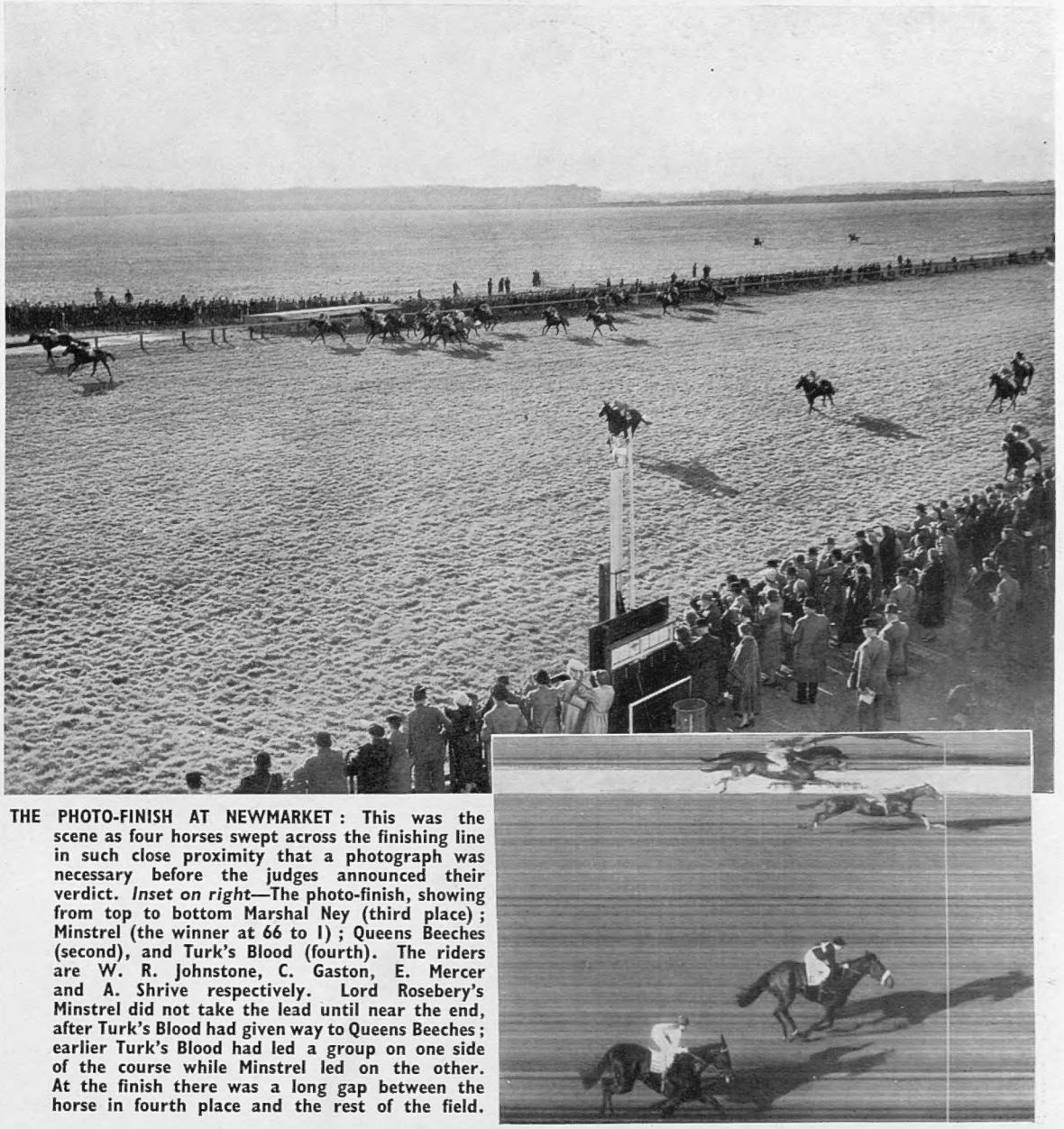
1912 for good work with the *Entente*. Austen Chamberlain in 1925 after the Locarnos. Lord Russell and Lord Derby were other Foreign Ministers who received the Garter. These dates are sometimes rather significant. All too soon in most cases the ringing of the bells turned to the wringing of hands. The subject is of no great importance as importance is reckoned to-day, but, if a trifle, it is a tremendous one. The fountain of honour has a right to have its "double loyalty" fully appreciated. The last Coronation revealed unmistakeably how large a proportion of our nation value and appreciate the pageantry and traditions of the Monarchy. The Sovereign rightly accepts the trust of preservation of these ancient and coloured traditions for a big majority of our democracy. No doubt the spectacle of a dozen old gentlemen in fancy dress and feathers hobbling down to St. George's Chapel, or even dressed up in top hats and knee breeches, may sometimes evoke a smile, merely because times and fashions have changed so violently. But, after all, if we preserve ancient houses, pay high prices for Queen Anne furniture and Renaissance pictures, is it illogical to preserve the furnishings of a Monarchy which is the envy of other democracies and a most valuable source of revenue from tourists? If there are moments when the continued bestowal of Garters, and even of hereditary titles, seems to be totally at variance with democracy and equality, let us remember that these cascades of the fountain of honour delight a democratic majority, and that no definitions of our vaunted democracy and equality have yet been given definitive forms.

A Tremendous Trifle.—And yet "politics apart" implies a risk for our ancient and very honourable Order. There are not 1,001 knights. There are always fewer than a score, apart from sovereigns and such. But, if of that score not one is chosen from the political party which claims 50 per cent. of the nation's votes, there is a danger that criticism of political partiality may be levelled against the Garter. Most unfairly, of course. For the truth is, that a Socialist K.G. is hard to come by. Addison indeed accepted it and thoroughly enjoyed it. But, in practice, most Socialist "prospects" fight shy of this mark of esteem; don't feel they can support the mantle, fear what will be said in their street. In the bad old days of aristocratic government (which had its points), Whig and Tory, Liberal and Conservative, growled over and divided the spoils, each side having numbers of candidates able and willing to "support the honour." But we've outlawed aristocratic Government and call ourselves a democracy. And that being so, some people think that this storied and splendid dignity had better have died with the powdered footmen. But, in fact, both loyalties are widely approved. A viscountcy (that rather silly title) is having a strong comeback, and baronets are far from moribund. Either our democracy is still half-baked or we are a peculiar people. And when at the same time we learn that serious discussions are going on to decide whether to revive the Court of Chivalry (which last sat in 17[illegible]), to decide an issue of the infringement of "arms" between a City Corporation and one of its music halls, we wish to know what functions this Court carried out and when we learn that it settled questions of "precedence" and the rights and infringements of "coats-of-arms," we wonder whether indeed we are not being led back to Methuselah. The Court of Chivalry decides how arms may be quartered. I should prefer the revival of a court which would show us how armaments may be cut by 50 per cent. Are we indeed "two nations," the larger of which is concerned with avoiding total destruction by world war and another and more sinister "industrial revolution," and the smaller concerned with coats-of-arms, titles, "questions of precedence," millinery and fal-lals? As far as the Garter is concerned, a just answer to that question requires the separation of the award (very much on merit nowadays) from its attendant pageantry. I fancy it is the pageantry, and not this noble award for merit, which frightens the Socialists.

"Freedom of the Pen."—The seven authors who recently voiced the "grave concern" of their fraternity lest "a wave of Puritanism" should compel it to write "under the shadow of the Old Bailey" with disastrous results to Literature are none of them likely to have any of their published works condemned by common juries to be burned as pornography. They are not even in the line of Rabelais or Burton—on paper. They are a representative lot within or on the border-line of Literature (on contemporary judgment), and all of them fairly regularly "write to *The Times* about it." It is good for trade and perhaps it is bad for trade to be "*semper auditor tantum*." They admit that certain books of an obscene or filthy kind must be condemned and destroyed, and presumably their purveyors punished, and that implies action by police and guidance by judges and decisions by common juries. But this premise implies that some kind of "Boundary Commission" must be set up to decide what is appropriate work to turn over to judges, juries and police, and what must be "above their heads" and outside their jurisdiction. All judges, they say, are not like Mr. Justice Stable. Short of a new censorship of Literature, it seems that these cases must be dealt with by a "special jury" of a unique kind—all drawn from Literature (whatever that may be). We have the names of seven. It would not be impossible to make them up to a dozen. But (knowing what we know of literary criticism and literary jealousies) might not even Mr. Justice Stable often find himself waiting six hours for a verdict only to order a new trial at last because the jury could not agree?

THE OLD STAGER

A CLOSE WIN FOR MINSTREL IN THE CAMBRIDGESHIRE

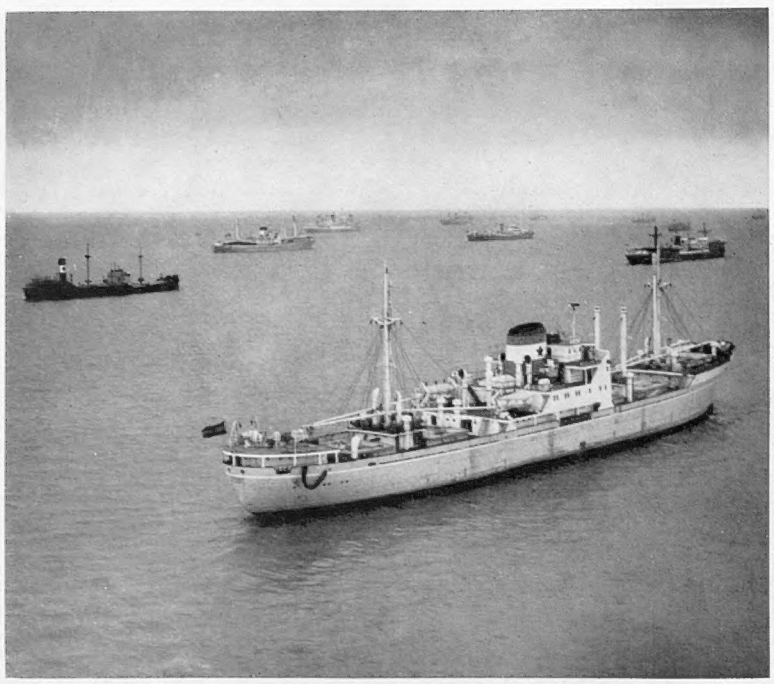


THE PHOTO-FINISH AT NEWMARKET: This was the scene as four horses swept across the finishing line in such close proximity that a photograph was necessary before the judges announced their verdict. *Inset on right*—The photo-finish, showing from top to bottom Marshal Ney (third place); Minstrel (the winner at 66 to 1); Queens Beeches (second), and Turk's Blood (fourth). The riders are W. R. Johnstone, C. Gaston, E. Mercer and A. Shrive respectively. Lord Rosebery's Minstrel did not take the lead until near the end, after Turk's Blood had given way to Queens Beeches; earlier Turk's Blood had led a group on one side of the course while Minstrel led on the other. At the finish there was a long gap between the horse in fourth place and the rest of the field.

ROCOCO ART FROM BAVARIA—THE EXHIBITION AT THE V. AND A.

A VIEW OF ONE OF THE ROOMS AT THE VICTORIA AND ALBERT MUSEUM, SHOWING PART OF THE EXHIBITION OF ROCOCO ART: The exhibition has been organised by the Bavarian National Museum in Munich, and the exhibits have been loaned by many churches and institutions in Bavaria. They are considered to be the finest of their kind.

True Rococo art is almost unknown in England. It was essentially the art of wealthy courts and great aristocratic individualists and, with its roots in France, flourished from the second decade of the eighteenth century. Its primary function was to please and, consequently, seldom carried any psychological or ideological interpretation. In South Germany and Austria the movement found a particularly successful realisation and, although differing in style from the objects in France, flourished rather later than elsewhere. The organisers of the present exhibition at the Victoria and Albert Museum have purposely limited the number of the exhibits so that every single item should be the very finest of its kind. There are both ecclesiastical and secular objects on show, including paintings, tapestries, sculpture, porcelain and silver, with prominence of position being given to a large group of painted carvings by the Bavarian artist, Ignaz Günther. One of the earliest objects on show at the V. and A. is the almost life-size figure of a kneeling prince, completely in silver. The exhibition will remain open (at least) until early next month.



THE GREAT HOLD-UP : Some of the twenty ships which were moored off Southend can be seen in this aerial picture. They were waiting to enter docks as soon as possible after resumption of work. These ships, the majority of which carried foodstuffs, came from all parts of the world. In the foreground can be seen the Yugoslav vessel *Velebit*. The resumption of work in ports throughout the country came after some 340 ships had been held up by the strike, which, in the Port of London, had lasted twenty-six days.

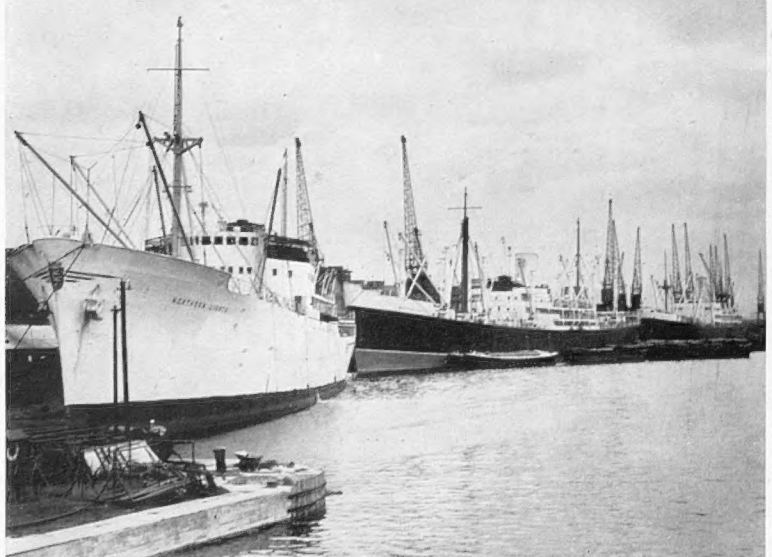
AT THE END OF THE DOCK STRIKE

VESSELS CROWD THE THAMES ESTUARY WAITING TO DOCK AS STEVEDORES AND DOCKERS RETURNED AFTER A FOUR-WEEKS STOPPAGE

The worst dock strike since 1945 came to an end at the beginning of this week after lasting, in many ports, for the best part of four weeks. The worst stoppage was in London, where 25,545 men were on strike and 167 ships lay idle by the docks and in the Thames Estuary. But the strikes had also spread to Liverpool, Birkenhead, Manchester, Garston, Hull, Rochester and Southampton. Altogether some 44,000 men were on strike, holding up 340 ships carrying cargoes worth over £200,000,000. Although it is expected that the ports, including London, will be back to normal by December, it has been pointed out by a spokesman of the Port employers that some of the damage done by the strike is irretrievable. Food has gone bad, export markets have been lost, and other cargoes have not reached their destinations on time. Although it is impossible to make a full computation of the losses resulting from the stoppage, it is believed that it will not be less than £50,000,000.

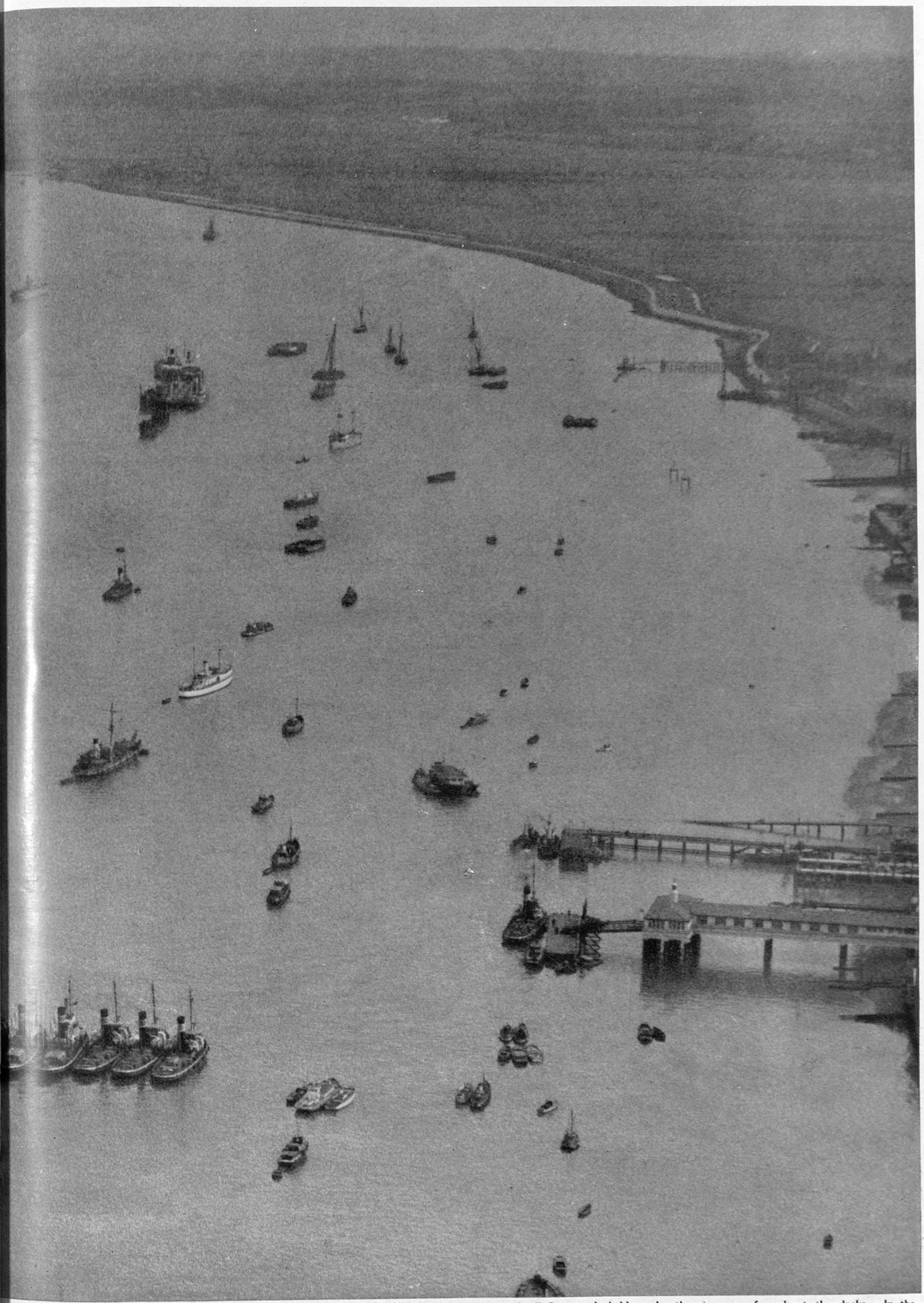
The leaders of the strikers recommended a return to work, not as a result of any negotiated agreement, but after two statements had been made which gave the strikers some encouragement that their complaints would be heard. One was from the Port employers, to the effect that disciplinary action would not be taken against those refusing to work overtime while negotiations with the unions on that source of dispute were under way. The other statement came from Mr. Arthur Deakin, President of the Transport and General Workers Union, who has throughout condemned the strike in the strongest possible language. He declared that overtime was voluntary but necessary. This statement was taken by the leaders of the strike, notably Mr. R. Barrett, of the National Amalgamated Stevedores and Dockers, to imply that the T.G.W.U. would back their claim that overtime was voluntary.

After nearly four weeks of strike, however, most of the dockers were well content to return to work, even though the terms were much the same as were offered to them as long ago as last March. There was also little difficulty in persuading dockers to work overtime, for they were only too keen to earn time-and-a-half and more to make up for the great loss of earnings endured in October.



BEFORE THE CRANES STARTED WORKING AGAIN : Idle ships awaiting loading and unloading in the Royal Group of Docks of the Port of London. Above them tower the cranes, immobile for nearly four weeks.

THE LONG QUEUE IN THE THAMES ESTUARY—SHIPS AWAITING A BERTH IN THE LONDON D foreground can be seen some of the tugs which were also involved in the strike. Altog that the actual loss incurred was £50,000,000. The strikers returned to work, on the a

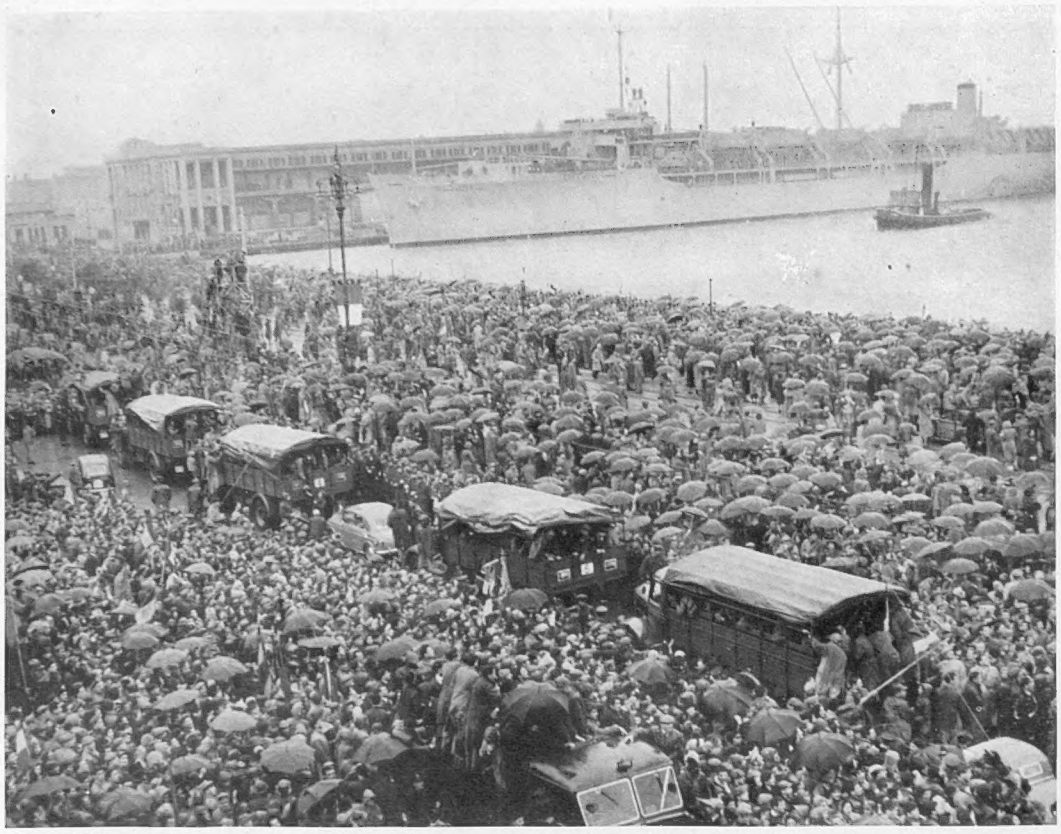


S THE GREAT STOPPAGE CAME TO AN END : An aerial view of some of the ships which were moored off Gravesend, held up by the stoppage of work at the docks. In the ver 44,000 stevedores and dockers had stopped work in eight vital ports. 340 ships carrying cargoes worth over £200,000,000 had been immobilised, and it was estimated T their leaders, after the Port employers had promised not to take disciplinary action against dockers refusing to do overtime while that subject is under discussion with the unions.

Foreign News in Pictures

TRIESTE RETURNS TO ITALY

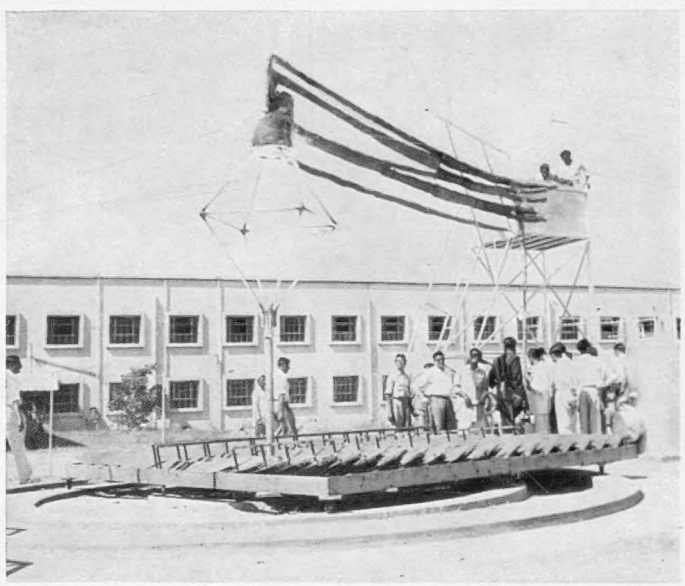
And a Survey of Other Recent Events in All Parts of the World

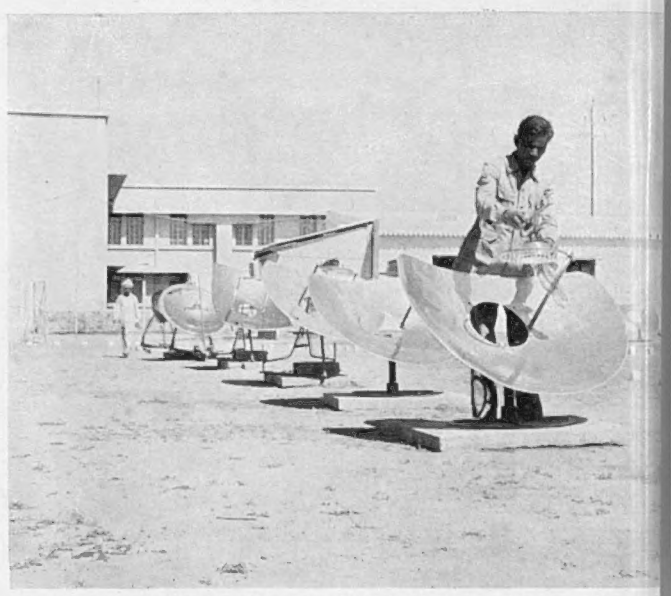


TRIESTE TURNS OUT TO WELCOME ITALIAN TROOPS : Sheltering under their umbrellas from the heavy rain which characterised the day of the handing-over of Trieste, thousands of citizens thronged the streets to welcome troops from their own country. In the background lies the United States transport vessel *General W. G. Haan*, which was waiting to take away American troops.

THE NEW BORDER BETWEEN THE TWO ZONES : The Yugoslav flag flies at the frontier post where Zones A and B of Trieste meet at Mont Castiller. Under the terms of the new Trieste agreement this area, hitherto Italian, comes under Yugoslav rule.

Amid unbelievable scenes of enthusiasm the first Italian troops to be seen in Trieste for eleven years were welcomed to the territory. Some 20,000 citizens had crowded into the streets in pouring rain to greet the soldiers and to witness the handing-over ceremonies. But their very enthusiasm prevented any such ceremonies taking place. The huge crowds milling round the waterfront stopped Major-General Sir John Winterton, the Allied Commander, from landing from the frigate *Roebuck*. Nor could Major-General di Renzi, the incoming Italian Commander, reach the Hotel Excelsior, where the ceremonies were to be held. Meanwhile, the American Commander, Major-General Dabney, was unable to leave the hotel. In all this confusion it was just possible for General Winterton's proclamation ending the occupation of Trieste to be published. But all the well-laid plans had to be abandoned, and the Allied generals, with their respective troops, left without ceremony. By twelve noon the city of Trieste had returned to Italy.





HOME COOKING—UNDER THE INDIAN SUN : An exhibition of devices operated by solar energy has been held in Delhi. *On left*—A group of Indians is seen admiring a solar-operated steam engine. *On right*—A line of solar cookers. The steam engine is operated by heat generated through a series of mirrors which are arranged in such a way as to focus the energy at one particular point. The solar cookers are worked on a similar principle. They are extremely popular, and cost only a few shillings. These solar energy devices are the inventions of Mr. A. L. Gardner, a British scientist in India.

ARGENTINA'S "DAY OF LOYALTY" : Part of the huge crowd of trade unionists acclaiming President Peron in the Plaza de Mayo, Buenos Aires. The Argentinian President was addressing the mass rally of his supporters from the specially-erected platform below enormous portraits of himself and his late wife, Eva Peron.

SHIRTSLEEVE ORATORY : President Juan Peron raises his finger to impress a point in his speech to the massed crowds below him. He was speaking from the Casa Rosada, the Governor's Palace in Buenos Aires, at a colossal rally to mark the "Day of Loyalty." Thousands of people, mostly trade unionists carrying their unions' banners, had assembled to hear their President. The anniversary of President Peron's coming to power has been set aside by Peronistas as a suitable occasion for their supporters to renew their pledges of loyalty to their leader. October 1945 President Peron, then Minister of War and Vice-President, was forced to resign, but within a fortnight he had returned, never again to lose his hold

On left—
A PICTURE OF CONTRASTS IN THE PACIFIC: While Australian and British warships, bristling with modern armaments, lie off Manus Island, New Guinea, native harvesters work their field in the time-honoured way with apparent unconcern. The warships were engaged on combined exercises in the south-west Pacific which brought together the British Far East Fleet from Hong Kong and the Royal Australian Navy from Sydney. Among the vessels seen in this picture are the Australian aircraft-carrier *Sydney*, which was flying the flag of Rear-Admiral R. R. Dowling, Flag Officer Commanding the Australian fleet; and the cruiser *Birmingham*, flying the flag of Rear-Admiral G. V. Gladstone, Flag Officer Second-in-Command, Far East. Also taking part in the exercises were the Daring-class ship, H.M.S. *Defender*, British destroyers and submarines, Australian destroyers and frigates, and aircraft of the Royal Australian Air Force. Manus Island is the base in the Bismarck Archipelago which was used by the United States Navy for the attack on the Philippine Islands in 1944, and by the British Pacific Fleet for its preparations for the final assault on Japan.

MR. DULLES RETURNS TO WASHINGTON FROM PARIS, AND REPORTS TO A TELEVISED MEETING OF THE CABINET: *On left*—**The American Secretary of State leaving the airport for the White House with his President, who is beginning to read Mr. Dulles' report on the signing of the agreements in Paris.** *On right*—**The Cabinet, which appeared on television as it heard the Secretary of State's report. Seen in this picture on the far side of the table are Mr. Arthur Summerfield, Postmaster-General; Mr. Dulles, President Eisenhower, Mr. Charles Wilson, Defence Secretary; Mr. Ezra T. Benson, Secretary for Agriculture; and Mr. Henry Cabot Lodge, Representative at the United Nations.** This was the first time ever that a meeting of the Cabinet was shown on television. Most members of the Cabinet were reported to have been very self-conscious, not doing themselves justice either as politicians or as television stars. Mr. Dulles was asked carefully-prepared questions by other members of the Cabinet. But one question was really too simple for a Cabinet Minister to ask, and in another case one of the questioners, Mr. Benson, forgot his cue. Mr. Dulles, however, was reported to have been impressive.

SHAKESPEARE'S GLOBE THEATRE FOR THE UNITED STATES: A model of the old Southwark playhouse is shown to Miss Katherine Cornell and Mr. Maurice Evans, two well-known stage personalities, by Mr. Lawrence Langner (right), Director of the American Shakespeare Theatre and Academy. A replica of the Globe theatre will be among the buildings to be erected on the new 12-acre estate at Stratford, Connecticut. The model of the theatre was shown at a ceremony at which the first sods for the new theatre were turned. The American Shakespeare Festival and Academy will also train actors in Shakespearean acting and send out touring companies to restore good, spoken English as part of the living language. Mr. Lewis Douglas, formerly Ambassador in London, is chairman of a campaign which has already raised £100,000 towards the cost of the project.

PANDIT NEHRU IN PEKING: The Indian Prime Minister standing in an open car with Mr. Chou En-lai, the Chinese Prime Minister and Foreign Minister, as they drove through the streets of the Chinese capital. Mr. Nehru had earlier been greeted by a crowd of 20,000 at Peking Airport. The Indian Premier's visit to Communist China is considered to be one of the most vital diplomatic exchanges since the war. He lost no time in conferring with Mr. Mao Tse Tung, and it was pointed out that together they were the leaders of over 1,000,000,000 people. The Indian Prime Minister also met prominent Chinese political leaders, representatives of the minority nationalities, and the Dalai and Panchen Lama, who now seem to be in permanent residence in Peking. Mr. Nehru did the regular rounds of sightseeing, and on one of these tours met British Labour Party delegates.

THE QUEEN TOURS YORKSHIRE

Her Majesty and the Duke of Edinburgh Spend Two Days in England's Largest County and Receive a Warm Welcome

THE RECEPTION AT THE CUTLERS' HALL : Her Majesty greets Sir Ronald Mathews during the reception on the first day of the Royal tour. The reception was given by the Lord Lieutenant of the County (the Earl of Scarbrough) and the Lord Mayor of Sheffield. Both the Queen and the Duke of Edinburgh wore the insignia of the Order of the Garter.

THE QUEEN, A RADIANT FIGURE IN EVENING DRESS, ARRIVE FOR THE RECEPTION AT SHEFFIELD'S CUTLERS' HALL This was one of the outstanding occasions during th two-day Royal tour of the West Riding of Yorkshire, whe the Queen and the Duke of Edinburgh visited many the industrial areas. At the reception the Queen paid t traditional halfpenny when presented with a gold ha knife; the Duke received a yachting knife. The Royal to began at Barnsley, when the Queen and the Duke we welcomed at the Exchange Station by the Lord Lieutenant the County. From the station the Royal visitors walke along crowded Regent Street to the Town Hall, follow hundreds of people. Then came the drive through the mi areas to Rotherham and eventually Sheffield, where the Queen a the Duke stayed for the rest of the day. On the following d they went to Dewsbury, Batley, Morley and Bradford, and he rejoined the Royal train for the journey to Northumberla

THE QUEEN MEETS THE GUESTS AT THE CUTLERS' HALL : Both she and the Duke of Edinburgh are seen speaking to the many guests, representing all sections of life in the West Riding.

A PRESENTATION AT BARNSLEY : The Mayor, Alderman A. E. McVie, presents the Queen with a model pit tub containing a piece of coal from a local colliery. The Duke was then given a model miner's electric lamp.

On right—

WATCHING STEEL SMELTING AT SHEFFIELD : The Queen and the Duke watch a demonstration at the English Steel Corporation's works; they are protected by a glass-panelled "box."

THE QUEEN WAVES TO THE PEOPLE OF SHEFFIELD OUTSIDE THE TOWN HALL : Standing at her side is the Duke of Edinburgh. Later, her Majesty went to Sheffield University to inaugurate the Jubilee Session.

THE CHILDREN'S WELCOME : This was the scene at the crowded Hillsborough football ground when children formed up to spell out the words "Welcome to Sheffield." The visitors also toured the vast ground standing in an open car.

On left—

ACKNOWLEDGING THE CHEERS AT BRADFORD : The Queen, accompanied by the Duke, waves to the children as she drives around Park Avenue Cricket Ground in a Land-Rover. They also witnessed a children's display at the ground, when the massed choirs sang "I vow to thee, my country" and "On Ilkla' Moor."

IN THE EARLY STAGES OF THE TWO-DAY TOUR : The Queen and the Duke of Edinburgh seen being greeted on arrival at Rotherham Town Hall during their twenty-minute stay in the town.

MAYORAL RECEPTIONS AT THREE STOPPING-PLACES DURING THE TOUR : *Left*—The Lord Mayor of Sheffield, Alderman J. H. Bingham, accompanies the Queen into the Town Hall for the civic luncheon on the first day of the tour. *Centre*—In company with the Mayor of Batley, Councillor C. Wilman, the Queen tours a local industrial exhibition. *Right*—At Dewsbury there was brilliant sunshine for the Queen's visit; here she is seen accompanied by the Mayor, Councillor Ernest Harrison.

THE BASIS OF THE GATWICK DEVELOPMENT SCHEME—THE AIRPORT TO-DAY: *On left*—The control tower and offices of Gatwick Airport, the small civil aviation aerodrome Surrey which is to be turned into an alternative to London Airport by 1958. *On right*—A view of the runways and sheds at Gatwick to-day. The Governmen decision to go ahead with plans for the development of Gatwick was made after an inquiry into the scheme had been held to consider the many protests receiv

DEVELOPING GATWICK AIRPORT

The Government Has Announced that Work will go Ahead on the Controversial Project to Build an Alternative to London Airport

Towards the end of last month it was announced that the Gover ment would go ahead with its plans for the development Gatwick as an alternative to London Airport. Work was to be forthwith, and it was hoped that the new airport would be in operat by the spring of 1958. The object of the new aerodrome is that p of the traffic load should be taken off London Airport, and cert services, notably to the Channel Islands and to near Continen points, will be taken over by Gatwick altogether. The new airp will be most in demand during the summer.

The development of Gatwick will take place in two stages. T first, which is due for completion within three and a half years, w cost about £6,000,000. It will include the building of a runw 7,000 ft. long, which is considered enough for almost every aircr likely to use the airport. This will involve the acquisition of 290 ac of land, and the Ministry of Civil Aviation has already taken ste towards purchasing the necessary properties. Gatwick will be serv by four trains an hour from London. In addition, improveme will be made to the existing approaches to the airport.

The announcement of these plans for Gatwick comes at the e of a long fight over the proposals which led to the appointment o committee of inquiry. Several times after the war, and as recen as 1949, Ministry of Civil Aviation spokesmen had given "sole assurances" that the extension of Gatwick Airport was not co templated. Properties were bought in the area, and new hou built; and the development of the new town of Crawley, near was continued. Then, however, the authorities decided that it essential to have an alternative airport in the south of England, a it was claimed that Gatwick was the only suitable site. The prote from local residents and others led to the inquiry, which, in its rep was critical of the manner in which the matter had been handled the Government departments concerned. However, the inquiry fou that Gatwick was a suitable site, meteorologically and geographica and that work on the scheme could proceed.

A BUSY CORNER OF THE SMALL AERODROME: Outside the workshops of Airwork Limited, who have for many years used Gatwick Airport. The development of a larger aerodrome to take the load off London Airport has been described as a matter of "a good deal of urgency," and work is now beginning to make way for the extension.

IN THE WAY OF A PROPOSED RUNWAY: The tiled farmhouse of Mr. E. Zambuni's "Westfield Farm" is sited on one of the runways proposed for the new aerodrome. The Gatwick Protest Association has consistently objected to the new plans.

A NEW BUILDING IS SCHEDULED TO BE PULLED DOWN: When the airport scheme gets un way this bungalow, "Little Common Field," will go. As recently as 1949 the Minis of Civil Aviation said that the aerodrome at Gatwick would not be further develop

ANOTHER HOME WHICH WILL BE AFFECTED BY THE NEW SCHEME : The grounds and house of Lowfield Park, which belongs to Mr. J. Bowthorpe. It is said that the edge of one of the new runways will cut through the dining-room. Ample compensation or even *ex gratia* payments were recommended by the committee of inquiry for those whose homes are affected by the building of the large airport.

A GARAGE AND COACH BUSINESS MAY GO : More buildings which are likely to disappear as a result of the extension to the present aerodrome, which is to be completed by the spring of 1958.

A JERSEY HERD WHICH MAY LOSE ITS PASTURES : Part of Mr. W. S. Watson's pedigree Jersey herd at Lawfield House Farm, which is scheduled to make way for the extended Gatwick aerodrome.

THE CHARMING SURREY VILLAGE NEAR THE AIRPORT : A corner of Charlwood, looking towards the fine eleventh-century church of St. Nicholas. It has been stated that some of the properties around the perimeter of the airfield will be required as accommodation by the companies working the airport.

THE LEADER OF THE GATWICK PROTEST COMMITTEE AT HIS FARM : Mr. W. S. Watson, whose farm is directly affected by the Gatwick proposals. The Committee is composed mainly of local inhabitants.

THE SALERNO CATASTROPHE

Five Hundred were Killed in Italy by Floods and Landslides Resulting from an Unprecedented Hurricane

RAILS TORN UP BY THE TEMPEST: The lines were also blocked by landslides and in some places swept into the sea. The disruption of all communications by rail, road and telephone added to the difficulties of the rescue work.

Salerno, known to the many Allied servicemen who took part in the wartime landings there, was the scene of an appalling disaster last week. Torrential rains caused floods and landslides which overwhelmed this district south of Naples. It was estimated that the death-roll was between 450 and 500. Thousands were homeless, and a preliminary assessment of the damage to property puts it at over £1,000,000. Besides this, thousands of acres of crops are reported to have been destroyed.

The catastrophe was made worse by occurring in the early hours of the morning when the inhabitants were asleep. Whole families were crushed as a wall of water and mud engulfed houses in the town and in outlying villages. Signor Scelba, the Italian Prime Minister and Minister of the Interior, flew to Salerno and took charge of the rescue operations. Firemen, troops and engineers were called from Rome and other Italian cities. Supplies of all kinds were brought by naval vessels, and shelters for the homeless and soup kitchens were set up in public buildings.

The search for bodies and the salvaging of furniture and personal belongings floating in the ground floors of houses and shops went on for some days. Helicopters carried relief to villages, some of them high up in the hills. Meteorologists are perplexed by the extreme violence of the cloudburst, which was the worst ever experienced in this area.

SALERNO DEVASTATED BY FLOODS AND LANDSLIDES: It is feared that 500 people were killed in the disaster caused by torrential rains south of Naples last week. A wall of water and mud engulfed homes in which families were sleeping. The damage, as this picture shows, was similar to that caused by bombs.

RESCUERS SALVAGE A CAR: A scene in a street in Salerno which had been turned into a morass. Helicopters were used to carry food, water and blankets to some parts of the district. The Italian Prime Minister, Signor Scelba, directed the relief and rescue work.

SALERNO—A BATTLEFIELD OF THE FORCES OF NATURE: *On left*—Mud and débris block a street in Salerno. Firemen, troops and engineers came from other Italian cities to help repair the damage caused by the worst disaster of its kind in Italy since the Po Valley floods of four years ago. Naval vessels brought in supplies. *On right*—Devastated houses in a square strewn with wreckage. Thousands were left homeless and destitute. Salerno was the scene of the Allied invasion in 1943.

COLONEL NASSER'S CAIRO TRIUMPH

The Egyptian Capital Reacts Firmly in Favour of the Prime Minister After the Attempt on His Life in Alexandria

THE EGYPTIAN PREMIER IS BESIEGED ON HIS ARRIVAL IN CAIRO : A wildly enthusiastic crowd pressing against the train as Colonel Gamal Abdel Nasser leans out of a window on his arrival at Cairo Station. Colonel Nasser had made a triumphant train journey from Alexandria, where, on the previous evening, eight shots had been fired in his direction. The enthusiasm with which the Prime Minister was greeted on his return to the capital showed that the shooting incident had established him more firmly than ever. The demonstrators called for the arrest of Muslim Brotherhood leaders alleged to have been implicated in the assassination attempt.

BANNERS AWAIT COLONEL NASSER : A part of the crowd which waited outside Cairo Station for the arrival of the Prime Minister after the attempt on his life in Alexandria. Transport and factory workers and civil servants had taken the day off to provide this welcome to Colonel Nasser. Apart from those actually at the station, thousands more paraded through the streets and lined the route from the station to the Cabinet offices. It took Colonel Nasser three hours to make the two-mile journey.

On left—

WOUNDED AT THE SIDE OF NASSER : Colonel Nasser visiting Ahmed Badr at a Cairo hospital. Ahmed Badr, who is secretary of the Alexandria Branch of the Liberation Rally, was slightly wounded by a glass splinter when an electric bulb above Colonel Nasser's platform was exploded by one of the assailant's bullets.

On right—

CHARGED WITH THE SHOOTING : Mahmud Abdel Latif, a thirty-five-year-old tinsmith from a Cairo suburb, who is said to be an old member of the Muslim Brotherhood. He has been charged with the attempted assassination.

THE CAIRO MOB TAKES VENGEANCE—THE FIRING OF THE HEAD OFFICES OF THE MUSLIM BROTHERHOOD : Hoses are played in a desultory manner on the shell of the building which was once the headquarters of the Muslim Brotherhood in Cairo. Following reports that the attempt on the life of Colonel Nasser had been instigated by a leading member of the powerful political religious group, an angry mob stormed the offices of the Brotherhood and set fire to the building.

THE NEWLY-BUILT DAM IN THE MIDST OF THE ABERDARE MOUNTAINS OF KENYA: A view of the Mathioya Dam in its picturesque setting of river, mountain and forest. This dam on the River Mathioya stores water for the Wanjii Hydro-electric Scheme, which has now been completed to the south-east of Fort Hall, the country of Mau Mau. The water pours through a tunnel 3¾ miles long. When this and the Low Tana projects are fully in operation they will supply Nairobi with a third more electric power.

POWER STATIONS AROUND MAU MAU TERRITORY

Great Progress has been Made on the Ambitious Hydro-electric Projects in the Heart of the Kikuyu Territory of Kenya

While the war against Mau Mau terrorism is foremost in the minds of all in Kenya, a number of development projects are not merely being carried on, but are being completed at an increasing pace. In the midst of the Mau Mau trouble area, between the slopes of Mount Kenya and the Aberdare Mountains to the north of Nairobi, a new £2,250,000 hydro-electric scheme is taking shape. When completed it will supply Nairobi with a third more electric power than before.

Working on the scheme are over 1,500 Kikuyu labourers, several hundred Africans from other tribes, and some eighty European construction engineers and technicians who, with their families, live close to the building sites on Kenya's largest river, the Tana. Although this great project is being shaped in the Kikuyu Reserve itself, the Kikuyu labourers have been doing excellent work despite the distractions of the Mau Mau.

The Tana River development is divided into two parts. The smaller of these has already been completed, thanks to the willing co-operation of a Kikuyu chief, Wanjii, after whom the scheme has been named. Down the Aberdare Mountains flow the rivers Mathioya and Maragua, and the waters from these two rivers have been harnessed to drive the two 2,500-kilowatt turbines of the Wanjii Power Station, a few miles to the south-east of Fort Hall. From the Mathioya Barrage runs a 9½-ft. tunnel. It is 3¾ miles in length, and passes through the solid phonolite hillside. Eventually it brings the water out to the Wanjii station with a drop of 360 ft.

A great proportion of the Wanjii scheme had already been completed before the emergency caused by Mau Mau terrorism. But the second and larger project only began at a time when the terrorist activities were at their height. Although the tunnel for this scheme, the Low Tana project, is shorter, it involves more ambitious engineering. A tunnel built to a finished diameter of 11 ft. will carry the waters of the Tana River for a distance of 3,000 yards to drive two 4,000-kilowatt vertical turbo-alternators. The power-station which will house this generating equipment is, in fact, an extension of the smaller plant which was installed in 1953. The scheme, which costs about £1,444,000, consists of a barrage across the upper reaches of the Tana River near Fort Hall. The tunnel drops some 200 ft. between the dam and the power-station further downstream.

The hydro-electric projects in Kenya are such as to capture the imagination at the best of times. To carry on and enlarge such schemes at a time of dire emergency, and in the very country which breeds terrorism, is a remarkable testimony to the determination of those who have a strong belief in the country's future.

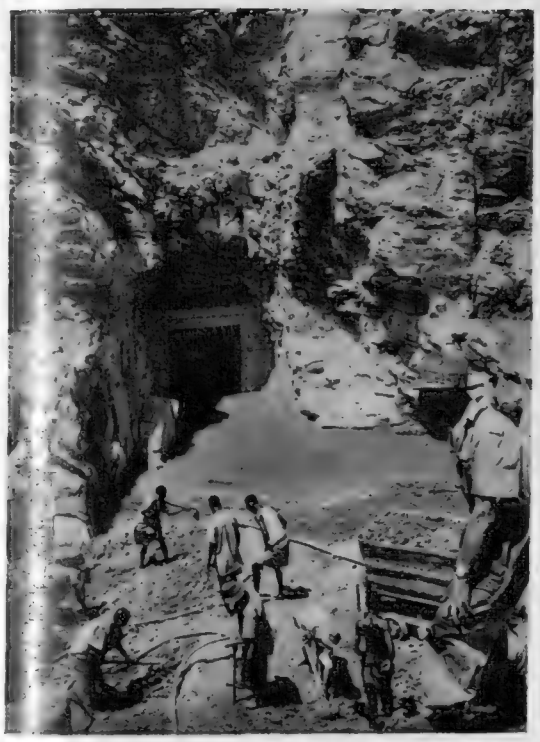
A BARRAGE IN A VALLEY OF THE KIKUYU RESERVE: A close-up view of the Mathioya Barrage wedged between the mountainsides across the river. Despite the fact that the dam has been built in close proximity to the Mau Mau terrorists, excellent progress was made by the 1,500 Kikuyu labourers engaged on the project.

On left—

THE TUNNEL FOR THE LOW TANA SCHEME: Two engineers examining a section of the 3,000-yard tunnel for the second hydro-electric scheme in Kenya, based on the River Tana. The tunnel is faced with concrete, a finished section of which can be seen in the distance. The ladder at right leads to the bottom of the surge chamber.

On right—

THE MERILA DAM ACROSS THE TANA RIVER: Work in progress on the dam. The normal channel can be seen on the left; while the barrage was being built the waters were diverted through the flood channel.



On left—

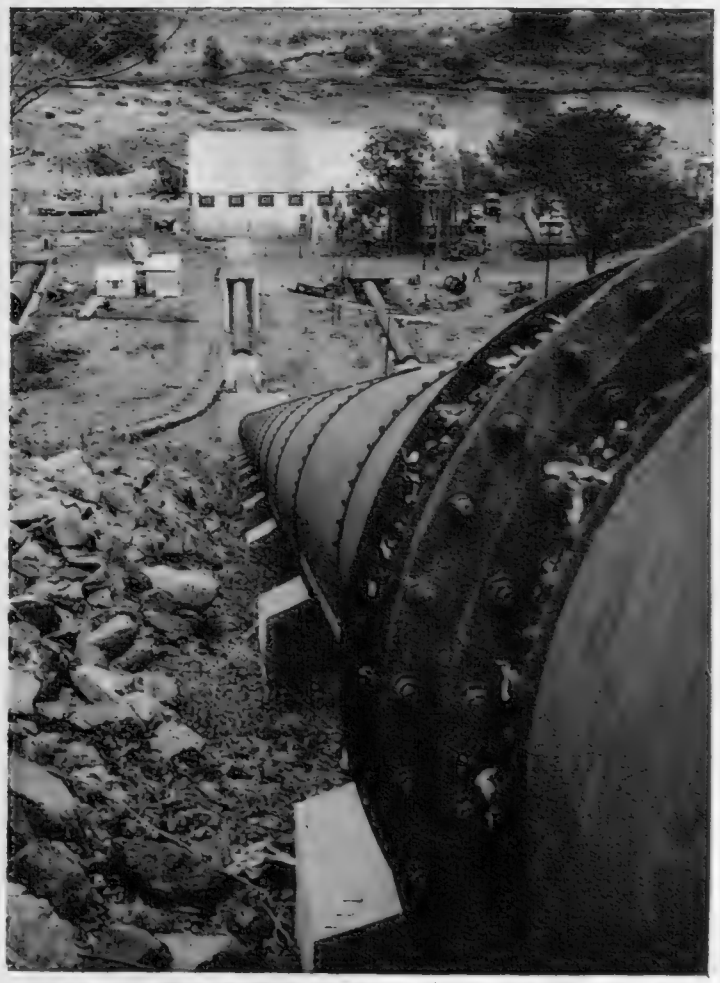
THE INTAKE CHAMBER: This is the entrance of the tunnel which, after dropping 150 ft., leads the water 3,000 yards to the turbines of the Tana Power Station. In the foreground is Mr. F. Sprule, of Gloucester, one of the sixty European construction engineers and technicians engaged on the project.

On right—

THE LOW TANA PROJECT UNDER CONSTRUCTION: In the foreground are the diverted waters of the Tana, and in the middle distance, looking across the site of the Merila Dam, can be seen the beginning of the concrete work for the barrage. The intake chamber is on the right of this, and the head-gear in the centre distance stands above the first shaft.

THE CONCRETE WALLS OF THE INTAKE TO THE TUNNEL: One aspect of the work which is still proceeding on the Low Tana Hydro-electric Scheme. The work is expected to be completed early next year, when Low Tana, with adjoining Wanjii, will contribute to the electricity supply of Nairobi.

The Low Tana scheme was originally investigated as far back as 1928. Although the original estimate gave the time needed for completion of the project as three years, it seems unlikely to take more than two. Early next year the two hydro-electric schemes should be ready to provide Nairobi with its much-needed additional electric power. When the 1½-mile Merila tunnel was completed there was a short ceremony at which the Kenya Minister for Works, Mr. I. E. Nathoo, detonated the last charge. He said that hitherto few people in Kenya knew of the size of the scheme and its ultimate effect on the economy. He laid especial emphasis on the fact that this undertaking was being carried out during the emergency, when many people thought that activity in Kenya was confined to fighting Mau Mau terrorism. The Tana Power Station is being built for the East African Power and Lighting Company, and the contractors for the project are Messrs. Balfour, Beatty and Company, the London engineering firm.



THE OLD AND THE NEW: The old power-station for the Low Tana project. At right are the steel pipes which bring water from an adjoining river. On left is the site of the new turbine installation.

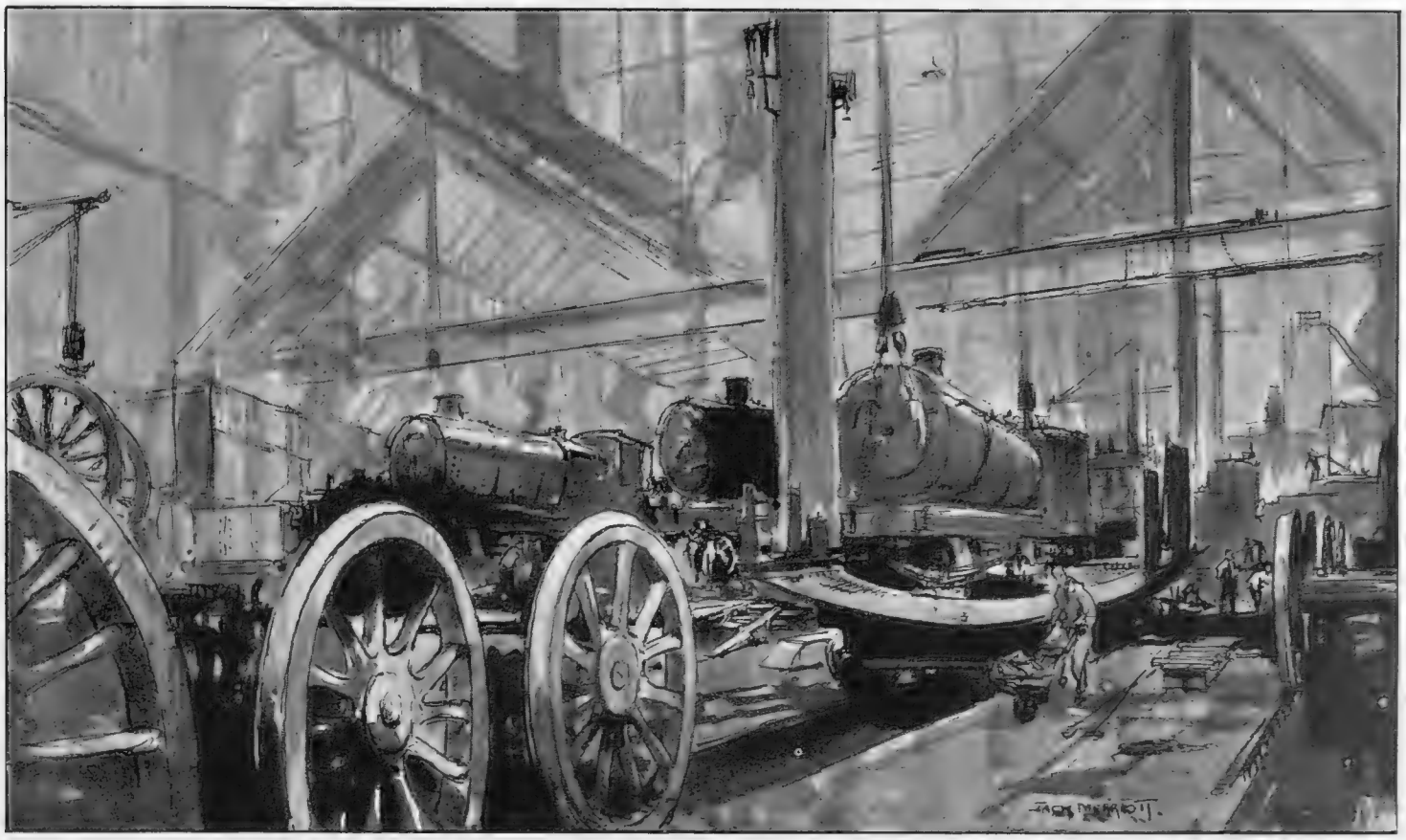
OVER 6,000 PHOTO-BULBS WERE FLASHED SIMULTANEOUSLY TO TAKE THIS PICTURE BY NIGHT OF A FAMOUS LANDMARK ON AN AMERICAN RAILWAY: The occasion was the centenary of the construction of the famouse Horseshoe Curve on the Pennsylvania Railroad near Altoona, Pennsylvania. The Railroad Company and Sylvania Electric Products Inc. collaborated in weeks-long preparations for taking this picture, which is claimed to be unequalled in the annals of photography. The flash-bulbs were mounted on the wooded slopes above the Curve and in the valley below. They were connected by 31 miles of wire to three huge generators and a central control point. Their flash flooded the area of 2,000,000 sq. ft. in more light than the combined output of 15,000,000 60-watt household lamps. Cameras took the picture from the top of a specially built tower 154 ft. high. In the foreground the *Trail Blazer*, on its way from New York to Chicago, is beginning to pass the Diesel engine of a freight train. In the background, round the Curve, another freighter is heading for Altoona. This feat of photography was also intended to mark the seventy-fifth anniversary of Edison's production of his carbon filament electric lamp.

NEWS FROM AMERICA

Pictures of a Unique Achievement in Photography; the Boom in Home-building; and an Anti-fog Apparatus

THE BOOM IN BUILDING HOUSES IN THE UNITED STATES CONTINUES: An aerial picture of an estate of Westchester-Kaiser type of dwelling-houses which has sprung up on the outskirts of Los Angeles, in California. It is typical of many of the estates which are rapidly coming into being as a result of the boom in the construction of homes in America. Federal housing officials attribute the boom to "sound industrial and economic conditions." They believe that next year the rate of home building can be increased to 1,200,000 family units. They further anticipate that in the 1960's the building boom will expand and reach a figure of 1,500,000 family units annually.

EXPERIMENTAL APPARATUS FOR FOG DISPERSAL IN NEW JERSEY: The installation seen here in the centre of a main road is known as a "weather-master." It is one of four with which experiments are being made by the New Jersey authorities in an effort to disperse fog and smoke. The "weathermaster" consists of a propeller driven by a motor and mounted on a high shaft. At the base is a deflector for the diffusion of clear-air blasts which, it is claimed, will dissipate ground fog.



THE ERECTING SHOP AT THE BRITISH RAILWAYS LOCOMOTIVE WORKS AT SWINDON: A "Sphere" artist's impression of the vast shed in which the engines are assembled. The light glints on wheels, frames, cabs, boilers and other components lying in their allotted positions for the speediest completion of the locomotives. The manufacture of steam engines for home use is in the hands of British Railways, who inherited their workshops from the railway companies in 1948. But British private locomotive firms do a great export trade, leading the world's market.

THE BRITISH LOCOMOTIVE INDUSTRY

A British Industry which Has Led the World for 125 Years

By C. DOUGLAS WOODWARD

DRAWINGS BY JACK MERRIOTT, R.I.

IN this age of atomic energy and supersonic air travel it is only natural that the railway engine, which for years was the symbolic expression of speed and power, should have lost a little of its magic. Sadly it must be recorded that a new generation of small boys dream of piloting space ships to Mars when they grow up; to become an engine-driver is no longer the summit of their ambitions. In spite of this betrayal at the bottom, as it were, railways more than hold their own in the transport world, and the business of building locomotives remains one of Britain's major industries.

From Brighton by the sea to Glasgow on the Clyde, in Ware and Wigan, Loughborough and Leeds, at some forty works spread across the face of England and Scotland (plus one in Belfast), the fitters and turners, boilermakers and brass-finishers offer up their engineering skills to the creation of locomotives and their accessories. Theirs is an industry of some 35,000 men—with room for more—which last year built 1,300 railway engines, selling over 600 of them abroad and earning for Britain around £10,000,000. Output in 1954 promises to be substantially higher. It is an old industry, which looks back on 150 years of history, but it is far from hide-bound or complacent; its designers and engineers know that if Britain is to maintain its place on the locomotive map they must look to the future, evolving a still better product, made in the most efficient manner possible.

If you speak to the managing director or, for that matter, the shop-steward of one of the score of privately-owned engine-building firms in Britain, sooner or later you are bound to hear of the industry's big grievance; or, to be more exact, the grievance of one side of the locomotive industry. For they—the private builders—are the men without a home market. If countries abroad reduce their imports of British locomotives these firms cannot turn to the home railways for help; the best they can do is to make renewed efforts to find alternative export markets.

This curious situation arises from the fact that the locomotive industry is more or less divided into two quite distinct sections. On the one hand are the private builders who, kept out of British railways, probably know more about the rail networks of Australia or the Argentine than those at home; on the other hand, there is British Railways, which has its own workshops, where excellent facilities exist for the building of the greater part of all home requirements of new engines. Though one must sympathise with the chagrin of the private firms which are therefore deprived of the cushion of a home market, one can readily understand the situation of British Railways which, if it places contracts outside, will have to restrict output in its own shops, a measure likely still further to raise costs and, presumably, fares and freight charges.

The problem is by no means new. British Railways inherited its workshops, along with the other assets of the nationalised railway concerns, in 1948, and it was the forerunners of these companies which, back in the '70's, realised the advantages to be gained from making their own engines, thus forcing the locomotive builders to go abroad for the bulk of their work.

The industry is further complicated by the variety of locomotives it is called upon to build. Britain was first in the field with steam locos. which, for fifty years of the last century, remained the unrivalled monarchs of the iron road. Then came the challenge of electric traction, and again it was British companies which pioneered in the new form of railway transport. In more recent years the Diesel engine has appeared as an alternative to steam and electricity, and in this form of locomotive it was Germany, Russia and, above all, the United States which translated experiment into practice. The Diesel engine, fed on oil and needing little water and less servicing, is particularly suitable in some countries, and to meet a rising demand for these locos. many of the old-established British firms—reinforced by some new manufacturers—have turned over much of their production to Diesels.

The battle between the three main forms of railway traction is far from being decided. Conditions in this country (specially the availability of coal) makes it certain that steam engines will stay on the scene for a long time to come. Of our 19,000 locomotives a mere handful are Diesels, and for the most part these are secluded from the public gaze, cinderella-like, in shunting-yards, where their capacity for hard labour—they can operate twenty-four hours a day for a fortnight without refuelling—makes them favourite maids-of-all-work. In the south, though, Diesels are being successfully used in a limited way to haul fast passenger trains, and British Railways is experimenting with a heavy Diesel-mechanical engine (far cheaper than Diesel-electric) for passenger services.

Britain's most powerful locomotive, called prosaically the 18100, is powered with a gas turbine, the nearest thing on wheels to jet propulsion. Built by Metropolitan-Vickers, this 3,000-h.p. giant is still undergoing tests on the Western Region of British Railways, where it hauls London-to-Bristol passenger and goods trains at a comfortable average of sixty miles an hour. There may well be a big future for this type of locomotive.

With orders coming in for various forms of steam, electric and Diesel traction, manufacturers (apart from British Railways) cannot standardise production in the way that motor-cars are made. Flexibility is needed for a manufacturer to provide, say, steam engines for one country, electric railcars for another and Diesel locomotives for an industrial concern at home. But the fact that British companies have for long specialised

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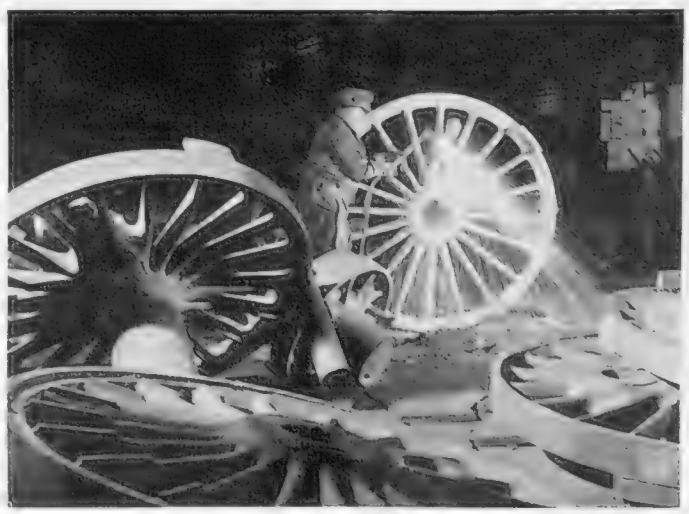

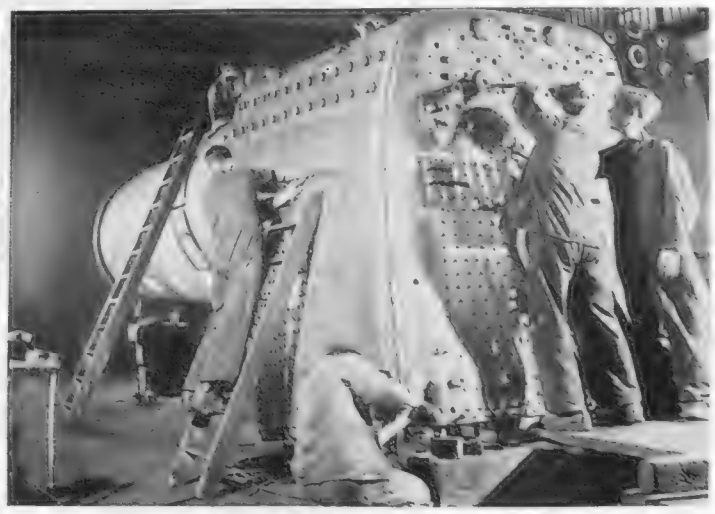

PREPARING THE PARTS FOR A "BRITANNIA"-CLASS LOCOMOTIVE: Two pictures from the British Railways' works at Crewe. *On left*—Oxy-acetylene flame is being used to burn runners from the centre of the cast of a driving wheel for a "Britannia" 4-6-2 engine. *On right*—Work proceeds on the fittings of the boiler. Other British Railways' engine shops are at Derby, Doncaster and Glasgow.

THE BRITISH LOCOMOTIVE INDUSTRY *(Continued)*

THE REPAIR SHOP AT SWINDON—A COMBINATION OF THE LINES AND LIGHT OF AN INDUSTRIAL CATHEDRAL WITH THE EFFICIENT CLEANLINESS OF A HOSPITAL: The qualities of this gargantuan "garage" for the "giants of the iron road" can be appreciated from this drawing by the artist. Here the massive engines can be completely dismantled and reassembled in a period of between twelve and seventeen days. When the repair has been completed, two titan "hands" in the form of pulley blocks and double hooks drop and lift 70 or 80 tons of steelwork.

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in these "tailor-made" orders for individual markets should stand them in good stead as competition to capture foreign trade becomes more keen.

The variety of output in the locomotive industry is matched by the scattered nature of its factories. Glasgow, Doncaster, Derby, Swindon and Crewe are the chief centres for home production by British Railways; they grew as repair depots and building shops for the privately-owned railway companies. The independent engine-builders are equally dispersed, though one finds a concentration of factories in the Midlands, in the North of England and in Scotland around Glasgow. But though they are so divided geographically, and although new firms have entered the industry since the early days, engine-builders have maintained a tradition of craftsmanship which provides a link with the first of the locomotive builders.

It was in 1829, at Rainhill, on the Liverpool–Manchester Railway, that George Stephenson's *Rocket* won for him a prize of £500, laid the foundations for all future steam locomotives, and became (though not until more than a century later) the inspiration of magazine cartoonists. The *Rocket*, with its boiler perched on four high wheels and its 15-ft. chimney, may look funny to-day, but the principles which sent it puffing along at 18 miles an hour are, in essence, the same which propel our modern 100-ton monsters at 100 miles an hour or more. The *Rocket* was built at Newcastle in the world's first loco. works, wher Stephenson's son Robert was manager. To-day t firm of Robert Stephenson and Hawthorns still mak railway engines there, though it is a far cry from t *Rocket* to the business-like locomotives which the fir builds to-day.

The world's second engine works was anoth Stephenson enterprise. To meet the needs of the rapidl developing railways of the north-west the Vulca Foundry was opened in Newton-le-Willows, where t closeness of the port of Liverpool was later to prov of great benefit when exports to the American contine were begun. Of the forty firms which came into bei in the railway boom of the last century, only ni remain which still build steam engines. Among the

THE TESTING PLANT AT SWINDON WAS THE FIRST IN EUROPE: The *County of Carmarthen* trembles, with steam roaring from its connecting rods, while the speedometer registers 65 m.p.h. On the left is the Dynamometer Car, where technicians register on their instruments the pressure and other details of the engine in this atmosphere of intense noise and movement. This plant, built in 1904, was the first in Europe.

TWO FURTHER STAGES IN LOCOMOTIVE MANUFACTURE AND REPAIR: Both are impressions made by the artist at the British Railways Works at Swindon. ***On left*—A 5-ton steel hammer beats down on a red-hot steel bloom.** *Above*—The Exchange Depot. From this network of tracks the engines, fresh from the erecting and repair shops, stand with steam up. They will start on trial runs or return to their duties.

is the North British Locomotive Company, the biggest works of its kind in the Commonwealth, and the firm of Beyer-Peacock, which is celebrating its hundredth birthday this year.

Fifty years after the triumph of the *Rocket* the world saw the debut of the electric locomotive—at an exhibition in Berlin—and in 1890 Londoners were travelling in the first tube train, hauled by a British-built electric engine whose box-like body seems to-day like something off a merry-go-round. In the years which followed, electric traction was extensively used not only for London's Underground, but for speeding surface travel on the dense suburban networks around London and other industrial cities. Though electric locomotives are still being built to-day the more common application of electricity is in the "multiple unit," as it is known, in which an electric motor is built into a railway carriage.

In the '20's and '30's the United States, Germany, Italy and Russia successfully pursued their own development of the Diesel engine for main-line traffic. Some idea of future possibilities was seen when day after day, for a year, the *Flying Hamburger* covered its 178-mile-run from Berlin to Hamburg and back at an average speed of 75 miles an hour. Since then the Diesel has been widely adopted in America, where the steam engine is becoming something of a museum-piece.

The economic history of the industry resembles the temperature chart of a patient suffering from high fever. It has alternated, since the railway boom of the mid-nineteenth-century, between triumph and near-disaster. At the end of the First World War 27,000 people were at work in the shops of the private builders alone, but with the arrival of the post-war depression orders from abroad became more and more scarce and many workers were laid off. No help was to be expected from the home railways which, in any case, were cutting down production in their own shops. The loss of skilled labour which occurred in the '20's and '30's is felt even now, and together with a shortage of steel, prevented the engine-builders from taking full advantage of world-wide demand for new locomotives at the end of the last war. Happily, supplies of steel are now sufficient to meet the demand.

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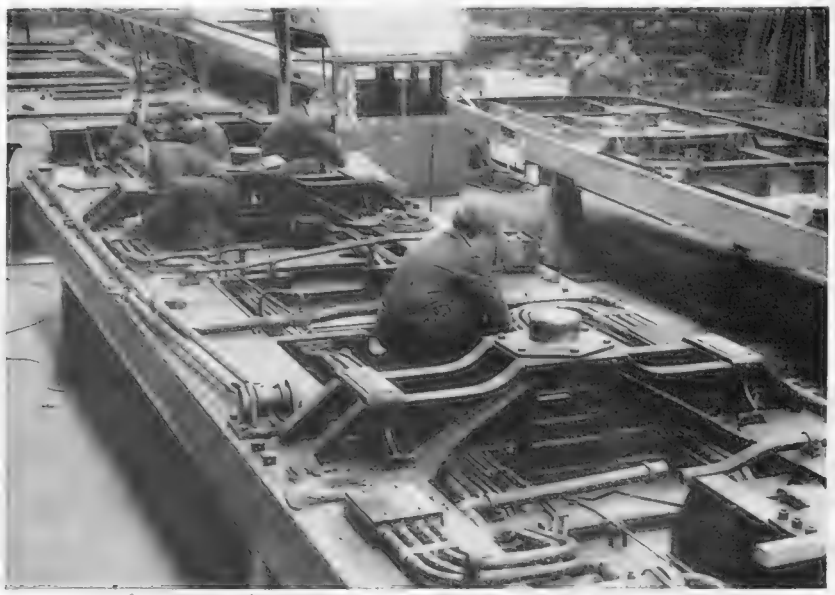
THE BRITISH LOCOMOTIVE INDUSTRY (*Cont.*)



ASSEMBLING THE PARTS OF DIESEL-ELECTRIC LOCOMOTIVES : A picture of the Assembly shop in the works of the English Electric Company, at Preston, in Lancashire. Underframes turned upside down are being fitted with electric conduits, cables and air and vacuum pipes. The Company also manufactures electric locomotives.

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In spite of past setbacks, and difficulties which it is sure to encounter in the future, the locomotive industry promises to do well in the days ahead. It is fortunate in the men who serve it, men who (it is tempting to believe) have much in common with the machines they create: soundness, reliability and strength. These, one likes to think, are particularly British qualities, and, after all, the business of building locomotives remains a specially British industry.

You will find these qualities in the engine shops of private builders or of British Railways. They are, perhaps, most apparent in the "railway towns" like Crewe, Derby or Swindon, where for a large proportion of schoolboys the choice of a career is ordained long before they put on their first pair of long trousers. Like Dad, and his father before him, it's the loco. shops for them.

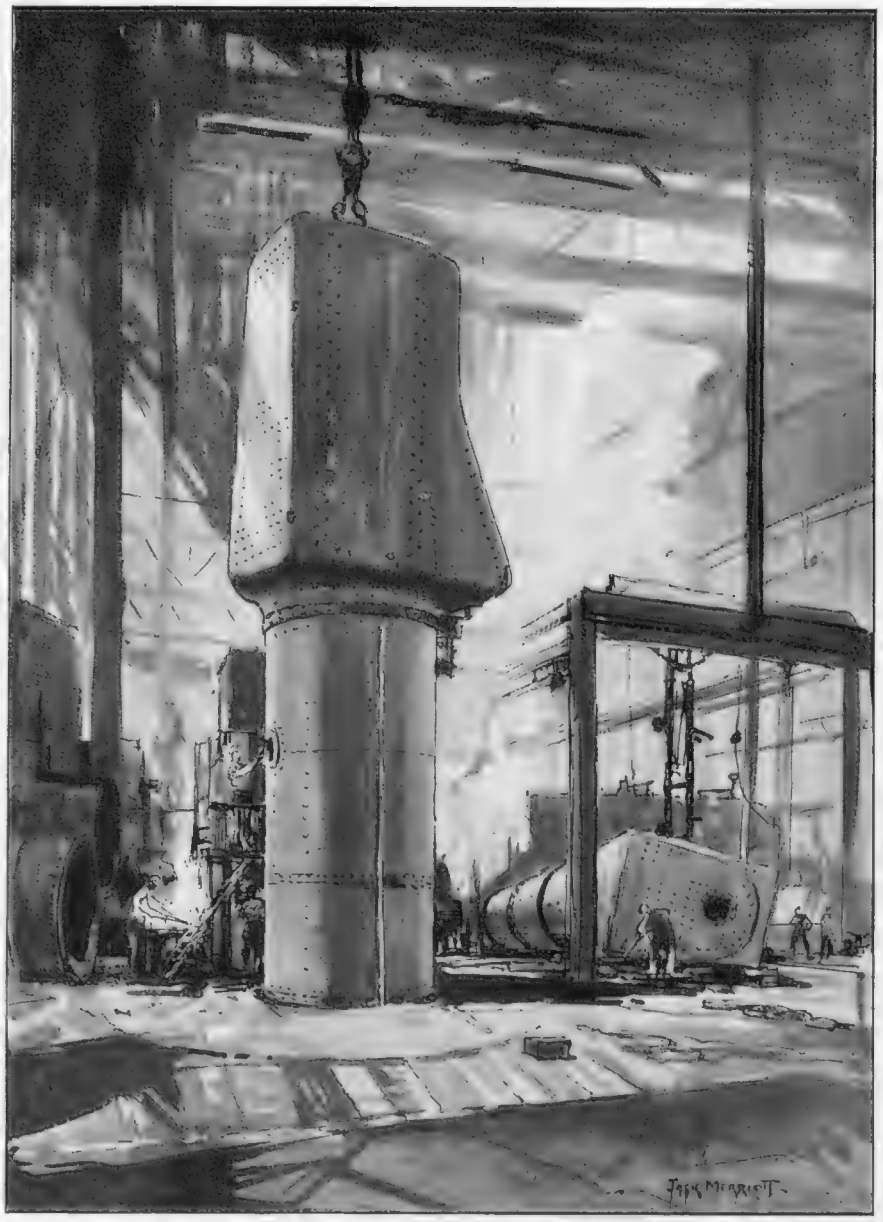
Swindon, for example, has been a railway town since 1841, when the old Great Western chose it as its main workshop centre. The railway has gradually encroached on the life of the town until now, as soon as you step out of Swindon Station, you get the flavour of railway engines and the men who build and service them. The red-brick houses, some of them 100 years old, were built by the railway company to shelter the new generation of railway workers. In the shadow of the locomotive shops are St. Mark's Church and the solid-looking Mechanics Institution, both built by the Great Western to provide for the religious and secular needs of its workpeople.

The building shops cover an area of 155 acres and, with the other sections of the railway, provide work for the large proportion of Swindon's adult male population. The works is, in reality, a complete industrial community, with extensive servicing and repair facilities where three new engines can be built a week. Here you find iron and brass foundries, a rolling mill, fitting, erecting, boiler-making and machine shops. The iron foundry turns out 170 tons of castings a week. In the machine shop 250,000 nuts and bolts are made a year. A test plant, the most up-to-date of its kind, puts a stationary locomotive through its paces as though it were travelling at 100 miles an hour, giving valuable data on future performance.

It is not only in the railway workshops that you find the traditions of good craftsmanship; it is quite as apparent in the comparatively new shops of some of the private builders. The sleek Diesel engines built to-day in the Preston works of the English Electric Company can claim a direct descent from the earliest electric tramcars which, in the '90's, were built on a near-by site. This works, which has been extensively re-equipped since the end of the war, has, in that short space of time, increased its output by no less than 800 per cent., by using modern machines and improved methods of production.

The drive of this company, the only one in Britain which up till now has built complete Diesel locomotives on one site, is but one aspect of the activities of the industry as a whole. British Railways is going ahead with its own plans for development. Possibly the most significant of recent events was the opening during September of the electrified main-line route between Manchester and Sheffield. Electrification has proved a boon on the dense southern suburban network; it is certain to be of equal value in moving coal and other freight—as well as passengers—in this crowded part of Lancashire and Yorkshire. Electric traction, widely adopted in some of the Continental countries, would appear to be the answer to many of Britain's railway problems (particularly in view of the promised atomic power stations), and the Manchester–Sheffield scheme is a step in the right direction.

But, on the whole, British Railways remains faithful to the steam-engine. Of the 312 locomotives it will build this year, 237 are to be steam-driven, 69 will be Diesels and 6 will be electrically-operated. For reasons of efficiency its steam locos. are being standardised, so that now there are 12 types in place of the 400 different varieties of engine seen on our railways in 1948. These standard locomotives, bigger and more powerful than their predecessors, can haul a passenger or goods train with equal facility.



RIVETING BOILERS BEFORE ASSEMBLY : The artist has drawn another of the lofty sheds at the Swindon works—the "A.V." Boiler Shop. The rivets, heated in the fire on the left, are driven into the boilers by hydraulic apparatus. The works covers 155 acres.

A DIESEL-ELECTRIC ENGINE FOR EXPORT: The 54-ton superstructure on the left is being moved down the English Electric Company's workshops by overhead crane. The completed 1,500 h.p. locomotive is for export to New Zealand. Private firms export steam, Diesel and electric locomotives to railways in all parts of the world.

If electrification is the answer on dense rail networks, then where traffic is less dense and where distances to be covered are longer, the most satisfactory means of traction would appear to be the Diesel-electric locomotive. Such conditions operate in a number of overseas areas, and it is in these parts where the private locomotive builder comes into the picture. Manufacturers, such as the 100-year-old Beyer-Peacock, have sensibly associated themselves with firms like Metropolitan-Vickers, so that the combined skills of the two organisations—mechanical on the one hand and electrical on the other—can be used to best advantage in the export markets. Manufacturers are going out for business in Diesels and they are getting it, too. Locomotives are now being built for countries all over the world, from Australia to Portugal, from New Zealand to Bolivia. In addition to main-line locomotives, smaller models are being sold to every kind of industrial user, at home and abroad, factories, ports and mining concerns.

The private builders which still specialise in steam locomotives would like to see an opening of trade with eastern countries, particularly China and Russia. Meanwhile, they have a hungry market in South Africa. With orders from the Colonies, the demand for steam locomotives should stay at a fairly high level for many years to come.

In spite of powerful competition from abroad (to the pre-war competition of Germany and the United States must now be added the challenge of Japan and Austria, Canada and Italy) British firms should be able to expand their exports of Diesel locomotives far beyond the present level. It is difficult to make any accurate forecasts about this complicated industry; numerous attempts have been made since the end of the war and they have invariably been proved wrong. But the prophets of woe, who regularly declare that the industry is on its last legs, certainly seem more wrong than the optimists. The evidence points to a bright future for the men who build our railway engines.

A NEW DEVICE FOR FIRE-FIGHTING

The Demonstration of the "Bikini," a Transportable Water Unit, which was Designed for Large-scale Emergency Operations

THE RAFT IS PREPARED FOR ACTION: The "Bikini" being unloaded from a lorry at Pixham Lane, on the River Mole. It is inflated on the same principle as the air-sea rescue raft.

A demonstration of the fire-fighting capabilities of a new and revolutionary device for pumping water from otherwise inaccessible sources, particularly rivers and the sea, was held on the River Mole, near Dorking, last week. The apparatus, known officially as a transportable water unit, and colloquially as a "Bikini," consists of an inflatable raft similar to the air-sea rescue raft, and of three lightweight pumps as supplied to the Auxiliary Fire Service. These give a total output of 1,000 gallons a minute. The "Bikini" can be taken across mud and operated in shallow water, and is propelled and controlled by jets from the pumps. Although designed for large-scale emergency fire-fighting, it could be used for normal fire-fighting much more economically than a fire float. Other emergency equipment shown at the demonstration included polythene piping, which is so light that a man can carry two 16-ft. lengths; hose bridges of light alloy and tubular steel for carrying lengths of large diameter hose across roads; large diameter rubber-lined hose, which can be laid at 30 miles an hour from a specially designed hose-layer; a pipe carrier which carries one-third of a mile of plastic piping, and collapsible portable dams holding 2,500 and 5,000 gallons of water.

THE SELF-CONTAINED FIRE SERVICE WATER UNIT IN ACTION: The inflatable rubber raft known as the "Bikini" at the demonstration on the River Mole, near Dorking, in Surrey. This transportable water unit is propelled and controlled by the jets of water coming from its own three lightweight pumps. These pumps can provide a total of 1,000 gallons of water a minute.

FROM THE RIVER TO A PORTABLE TANK: A temporary "bridge" has been erected across an imaginary obstacle to carry the pipes to one of the collapsible portable dams which can hold up to 5,000 gallons. The water has come from the "Bikini."

LITTLE CEREMONY AT THE "BIKINI'S" LAUNCHING: The fire-fighting raft is lowered into the river from a bridge. One of the advantages of the new raft is that it can be carried across mud and can be operated in shallow water.

AT THE END OF THE PIPE: Men of the Surrey Fire Brigade playing their hoses with water pumped from the "Bikini."

A NEW LIGHTWEIGHT PIPING: This lorry-load contains a third of a mile of the new lightweight polythene hose piping.

THE MEDITERRANEAN FLEET AT MALTA

AND OTHER NEWS OF SHIPS AND SHIPPING IN EUROPE AND AMERICA

WITH THE MEDITERRANEAN FLEET AT MALTA : An impressive head-on view of the aircraft-carrier *Albion*, as she steams into Valetta Grand Harbour after her arrival off Malta. She is to join the Mediterranean Fleet for a period of eight months to "work up." That is, to train her crew in the use of new equipment and to ensure that the equipment itself gives the best results possible. One of her first tasks there was to go to Trieste to help in the evacuation of British troops from there to Malta. Completed only last year, the *Albion*, with her sister ships *Bulwark* and *Centaur*, ranks as one of Britain's most modern carriers. She has space for forty-five aircraft and 1,400 men. The Mediterranean Fleet is now gathered at Malta, after a busy summer spent in large-scale exercises.

SHIPPING IN THE MISDA CREEK, AT MALTA : Nearer the camera is the cable ship *Mirror*, of 1,869 tons, whic belongs to Cable and Wireless Limited. She was recently engaged in repairing cables damag during the Algerian earthquakes. In the background is the submarine depot ship H.M.S. *Fort*

SHIPS WHICH PLAY AN IMPORTANT PART IN THE MAINTENANCE OF THE FLEET : In the foreground of this picture, taken at Malta, is the Fleet oiler *Blue Ranger*, of 3,350 tons. The ship in the middle distance on the right, with the tall funnel, is H.M.S. *Ranapura*, a heavy repair ship. She was at one time a P. & O. liner, but was converted to her present role during 1945.

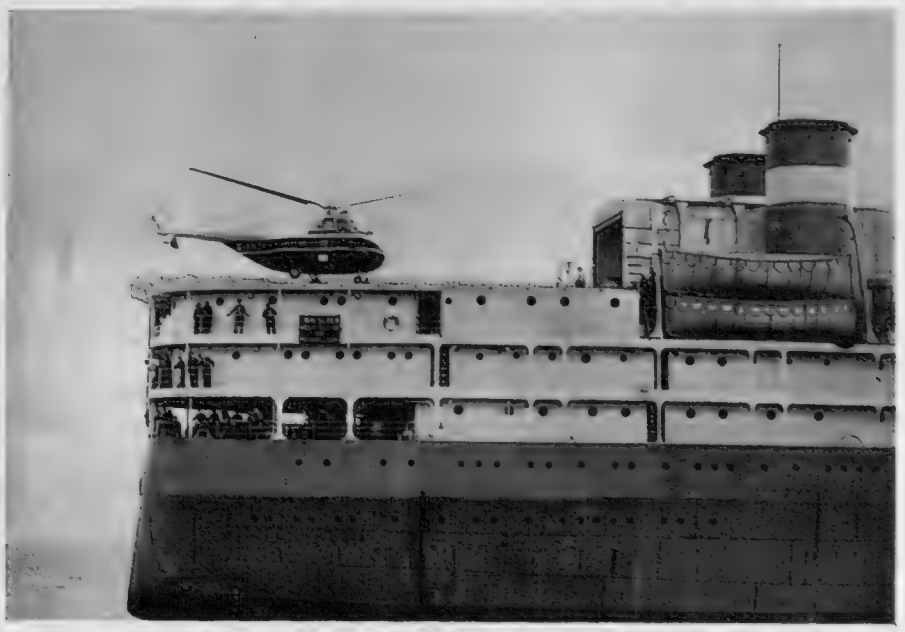
On left—

THE BIGGEST MERCHANT SHIP BUILT IN GERMANY SINCE THE WAR : The tanker *Esso Düsseldorf* is seen just after her launching at the Weser Shipyards, Bremen. Of 26,650 tons deadweight, the tanker has been built for the Waried Tankship Company, a sister company of the German division of Esso Petroleum Limited. The *Esso Düsseldorf* is 630 ft. in length and her 12,500 h.p. engines will give her a speed of 17 knots. This tanker is the first of four which are to be built for the Waried Company.

BUILDING BIG IN THE U.S.A.—THE AIRCRAFT-CARRIER "SARATOGA" UNDER CONSTRUCTION AT BROOKLYN: This photograph shows the bow view of the *Saratoga*, which, when completed, will be the largest ship of any description afloat. The *Saratoga*, with her sister ship, *Forrestal*, was laid down in 1952 and is, at the present time, about one year from completion. Both ships will have a displacement of about 60,000 tons, and their overall length will be 1,040 ft. With accommodation for 100 aircraft, this carrier will have a speed of from 33 to 35 knots, and will carry 3,500 men.

LAUNCHED IN BRITAIN FOR SERVICE IN AUSTRALIA: The motor-vessel *Nautilus*, a self-propelled steel hopper barge built for the Queensland Government, is seen entering the water at the New South Shipyard of Brooke Marine at Lowestoft. The barge was launched by Mrs. D. J. Muir, the wife of the Agent-General for the Queensland Government. After launching, the *Nautilus* was taken to the wet dock at the shipyard for fitting out, and became the first vessel to use this installation. This vessel is one of three being built for Australia, and will sail to that country under her own power. She has a deadweight of 675 tons and her service speed is 10 knots. Brooke Marine, one of the Dowsett group of companies, have uncompleted orders worth over £8,000,000 on their books; nearly £1,000,000 of these are for Australia.

KING FAISAL'S YACHT UNDERGOES ALTERATIONS AT SOUTHAMPTON: The yacht, *Queen Aliyah*, is seen berthed at the Northam shipyard of John Thornycroft and Co. Ltd., who are carrying out a series of alterations and improvements for the King of Iraq. The original four-stroke, blast-injection Diesel engines are being removed and will be replaced by two-stroke airless-injection Diesels. The two funnels seen on the yacht in this picture will be dismantled and replaced by one single large funnel.



THE FIRST WHALE-HUNTING HELICOPTER LANDS ON ITS MOTHER SHIP: A Westland Sikorsky S-55 helicopter is seen landing on the special flight-deck fitted to the whaling factory ship *Southern Adventurer*. Between the funnels of the ship can be seen the hangar built for this and a second helicopter. The two helicopters are to be employed in locating whales in the Antarctic. Landing helicopters on ships at sea is a difficult operation because of the pitching and rolling of the deck.

AUTOGRAPH LETTERS AND HOARDING

To-day there is a Market in Autograph Letters, for the Personal Relic Recalls the Past in a Way that the Printed Word Can Never Do

By JOHN GORE

HANDWRITING AND THE VALUE OF THE PERSONAL TOUCH.—I am not a collector of autograph letters though I inherited a fine collection, largely assembled by my great-great-grandmother, Harriet, Lady Bessborough. The collection went back beyond her times to John, Duke of Marlborough—a scribble on the field of Ramillies—and it seems to include most of the notables of her own day. I always supposed that she was a hoarder of her daily letters and that the collection grew by hoarding and not by deliberate canvass.

Nowadays, of course, there is a market in autograph letters, and reasonably high prices are paid for autographs of modern writers and a limited number of dead notables in ratio to the rarity of their hand-of-write.

Thus, Wellington, who never stopped writing in his own hand, remains "two a penny," while Kitchener commands a price. A market in any kind of ware creates collectors. There is money in it. Obviously a century and a quarter ago there was no big money in the traffic and the Whig noblemen would not have stooped to trifling gains in such a traffic. Accordingly, I suppose that most of these early nineteenth-century collections were merely the result of hoarding. But the other day, blowing the dust from my old autograph books, I found a letter or two which put a different complexion on this matter.

It seems that at that time there was a strenuous fashion among the Whig aristocracy (at any rate) to collect autographs of public men, and I can only suppose the object was to pass these on to young nephews, poor relations, and so forth, by way of gifts.

A Scrap of Byron.—Our great-great-grandparents cannot have foreseen a boom in the 1950's, and in any case a George Moore or a D. H. Lawrence is still worth more than a Pitt or a Byron. The letters I found were from Lady Bessborough, boldly asking for examples of the hand-of-write of contemporary lions from various people, and I quote a letter from Tom Moore, the poet, to Lord Kerry in reply to a similar request :—

"MY DEAR KERRY,

The enclosed is the only scrap of Byron's I have been able to come at. I was going to cut off his writing from the rest but thought it better to leave it as it is—the copy of the under-verse being, I rather think, in Lady Byron's handwriting ; and though they themselves did not much like having their *hands joined*, I thought you would have no objection to it. I shall have another search for something of Scott's.

Ever yours, T. MOORE."

He did have another search and I observe that both Byron's four lines (from the *Corsair*) and "something of Scott's" are still in my collections (and I fancy worth very little).

Certainly auction prices have risen in the last twenty-five years. My Marlborough letter was sold for the Red Cross during the First World War (during my absence on the Somme), and fetched only £5 ; and I seem to remember that one volume of my collection received in the 1920's only a contemptuous offer of £25 which I rejected. Yet it was, and still is, a large and, I suppose, interesting collection to those who value the intimacies of autograph irrespective of its subject matter. There are people, I know, who find value in a letter from a dead Serene Highness ordering a pair of boots. I don't ; and even prefer to read a sentence of some historical interest rendered into print rather than in a faded and spidery, criss-crossed handwriting.

The Personal Touch.—Yet I am not sure that this common-sense pronouncement is quite genuine. There *is* something in a personal relic which brings back the past and paints the scene and the setting of historical or romantic events in a way that the transcript or printed word can never do.

There is truth and substance in the power of the autograph or the personal relic. "Here 's the very note, this is what he wrote"—the outraged bride of the Music Hall song emphasised her betrayal with an autograph—and somehow Prince Charlie or Flora MacDonald are a little nearer reality when you finger his sporran (as worn at Culloden) or gaze at her stays (as worn on Benbecula). Hence the enormous number of "authentic" relics of romantic figures.

I must in justice admit that the sight of those messages, written in pencil on chicken skin by the Iron Duke, in the fury of the Battle of Waterloo, are more to me than any printed word transcribing those messages. They still smell of powder, reflect the haze and lurid lights over Hougoumont and, indeed, tell us a great deal which is important of the cool head and steady hand of the man who that day rode in the whirlwind and directed the storm. You can 'ave the gold plate, the foreign China, the medals and orders and robes at Apsley House, but give me those pieces of chicken skin with which to clothe in living flesh the skeleton of a dead and great man I never saw. But though my collection contains many examples of the gossip and triviality of defunct "Serene Highnesses," it is well furnished with the letters of bigger fry. All our Prime Ministers, I think, are represented since 1800, and a great many more politicians, from Burke and Fox. European statesmen also, especially French and Italian, from Lafayette onwards, and many scrawls and *laissez passer*'s from the chief men of the French Revolution.

It is fairly rich also in literary and dramatic figures of Lady Bessborough's day, with a characteristic letter from Sheridan "with a damned head on me," a hangover autograph.

A Model Handwriting.—The handwriting of these people is an interesting study. Palmerston, of course, when at the Foreign Office, did an enormous work in improving official handwriting, and his own is a model. The indecipherables are few. Creevey wrote a worse hand than any I have had to decipher. Brougham could be bad and Disraeli, at the end of his life, almost rivalled Creevey. The best were excellent, the average high, and perhaps Sarah Ponsonby, Lady of Llangollen, gets first prize for her lovely script, clearer than print, in a letter to Lady Bessborough, of formal compliment and almost Victorian convention, which curiously belies the legend of the ladies' characters.

Obviously, at the time it is sought for, an autograph letter or signature is an indication of the contemporary importance attached to the writer by the collector. If in the early nineteenth century, rich young Whigs were begging for examples of Byron and Scott, and in the middle twentieth century the youth of the day concentrates on film stars, footballers and cricketers, we may deduce a change in public opinion of what professions are of first importance. I have no evidence that prize fighters' "fists" were in demand in Nelson's day or the autographs of pretty little actresses.

But if the public puts footballers and film stars first, the value of a literary autograph is not discounted even to-day by publishers and novel-readers. The day's best-selling author spends hours at a time, and profitably, autographing copies of his latest work of genius, and the value of each copy bearing his signature is presumably enhanced. The sales increase, for every buyer of an autographed copy carries it home to deceive his posterity into the belief that he was a personal friend of famous authors and to preserve an item of personal property whose value will increase with the years. But the author is squandering his autograph value in posterity. A century hence (if his name or work survive so long) his autograph (like Wellington's) will be worth 2s. 6d.

How to House the Exhibits.—Nevertheless, there is for me something in the idea of producing a supply of autographed books. All possessions, even those of slight value, bring to the possessor anxieties and problems ; and autograph letters have their own special problems. How to preserve them ? You can't paste them into a large album because they are often written on both sides and "hinges" are clumsy and short-lived. You cannot fold them or they break in two. Then again classification is a problem. Alphabetically, by trades, in order of date, in order of importance ? And then, they have got to be read before you can settle some of these matters, and a criss-crossed letter in a vile handwriting in Italian or even in the French of the eighteenth century is not very easily deciphered.

I have never yet settled down to the task of translation and transcription, though I can well believe that my four-page letters from Talleyrand to Lady Jersey, and from M. de Stael to Lady Bessborough from Coppet may contain some gem. Talleyrand begins easily enough from a foreign spa :—". . . Où je suis depuis six jours, le seul buveur d'eau, le seul baigneur ; je n'ai pas un livre, il n'y a pas de promenade . . ." What a hot-house for rare and refreshing fruit, a historic secret blabbed ; if only I had the energy to transcribe and discover it !

The English worthies are easier dealt with. "Dear Lord Lansdowne," tidily writes Elizabeth Fry from Oban in 1834, "I believe thou wilt excuse the liberty I am about to take with thee . . ." and so on for four pages concerning the amelioration of Scottish prisons. Most interesting, no doubt, to Quakers and reformers. I adopted at one time the habit of putting the literary autographs each in a volume written by the writer, and those of other notables, in the pages devoted to them in D.N.B., a nice large volume ; but how many have been lost through this expedient, I do not know.

But perhaps my first editions of Scott or Dickens are enhanced in value by a few lines from the authors in their authentic hands. I have no rare edition of any of the Sherlock Holmes stories, and a letter from Conan Doyle, in which he listed for me his own ranking in merit of his Holmes adventures, after standing as an exhibit at the Holmes Exhibition in Baker Street, has returned to D.N.B.

I have come to the conclusion that I am unworthy to hoard autograph letters, which with very few exceptions do not interest me at all, and if my collection contains any sentence which throws light on social history or political history, whether written in French, Italian or criss-crossed English, that secret is likely to die with me.

And if it die with me, it will die for posterity. For my children are not interested in such dry-as-dust matters, have no sense of the past and no time for raking ancient middens for treasure trove. As I have admitted, I have never yet done more than scratch the surface of my midden, and in all my life can record but one success in this treasure hunt. That success—the final settlement of the controversy which raged over the attribution of Byron's lovely lyric *When We Two Parted*—I have related before. And, anyway, those half-dozen lost and rediscovered letters written by Byron in his final phase at Albaro are not in my collection.

UNCOVERED AT THE COMMONS—A SEVENTEENTH-CENTURY FIREPLACE WHICH WAS DISCOVERED IN THE STRANGERS' CAFETERIA AT WESTMINSTER : Workmen uncovered the fireplace at the House of Commons when they were removing the panelled wall during the recent reconstruction of the cafeteria. The fire basket, 3 ft. wide, bears the date 1687 ; the stonework is probably little more than a century old. Standing close to the wall, immediately in front of the hidden fireplace was a long counter which has now been removed to another part of the room.

SHOEMAKERS' DAY AT BERMONDSEY—THE ANNUAL SERVICE ON THE FEAST-DAY OF ST. CRISPIN AT A SOUTH-EAST LONDON CHURCH : The Vicar of St. Crispin's Church, Bermondsey, the Rev. L. J. Bliss, assisted by laymen, taking part in the annual service, when a pair of pattens was raised to the church tower. There are two reasons for the service ; one is that St. Crispin, who was martyred for his faith as a Christian in 286, is the patron saint of shoemakers, and the other is the fact that Bermondsey's oldest industry is the leather trade. The service was revived two years ago, when the Guild of Cordwainers presented the pair of medieval styled pattens to the church ; at that time the shoes were blessed by the Bishop of Southwark.

THE QUEEN MOTHER IN AMERICA

Pictures of Her Majesty on the First Stage of Her Month's Visit to New York, Washington and Ottawa

THE QUEEN MOTHER ARRIVES IN NEW YORK : Her Majesty, holding a huge bouquet, posed for cameramen aboard the liner *Queen Elizabeth*, in which she had crossed the Atlantic. Behind her is Sir Roger Makins, the British Ambassador to the United States.

THE QUEEN MOTHER DRIVES TO RIVERDALE : Her Majesty on her way to the estate where she was staying with Sir Pierson and Lady Dixon while she was in New York. Sir Pierson Dixon is the Permanent Representative of the U.K. at the United Nations.

THE QUEEN'S PORTRAIT : The Queen Mother by the portrait of her daughter she unveiled at the Canadian Club. She told Mr. Frank Slater, the artist, who is standing by her : "It is charming."

HER MAJESTY COMES ASHORE : Followed by Sir Roger and Lady Makins, the Queen Mother steps on to American soil. This is her second visit to the United States, and it is a private one, unlike her first visit in 1939, when she accompanied King George VI. However, she immediately started on a full and varied programme, including a luncheon at the Canadian Club where she unveiled a portrait of the Queen, and sightseeing tours of the museums and landmarks of New York. At the Banker's Club she unveiled another picture for the executive committee of the Pilgrims of the United States. This painting shows King George VI opening the Festival of Britain in 1951. Everywhere she is being greeted by enthusiastic crowds. Besides spending nine days in New York and six in Washington, Her Majesty is to go to Ottawa from November 12 to 17, returning by air to New York, from where she will sail for home on November 18. She will travel in the *Queen Mary*, reaching Southampton on November 24.

HIGH UP AMONG THE SKYSCRAPERS : The Queen Mother on the eighty-sixth floor above Fifth Avenue of the Empire State Building. Looking upwards, she asked to go higher and was taken to the 102nd floor. On her right is Mr. William Keary, a former president of the Building.

HOME NEWS SURVEY

PICTURES OF RECENT EVENTS IN ENGLAND AND WALES

On left—

LANDSLIDES CAUSED BY FLOODS BLOCK THE LONDON-HOLYHEAD ROAD : This picture of men and machines clearing away the strewn rocks and debris was taken looking up the Nant Ffrancon Pass between Lake Ogwen and Bethesda. The landslide was the most serious effect of the flooding, and cars were diverted at Bangor and at Capel Curig. Gangs of navvies, dynamite and bulldozers were used in clearing the rocks, but the task was continually being held up by heavy rain. A similar disaster occurred on this road, the A5, about twenty years ago, when the blockage occurred very near to the same spot.

THE ANNUAL SHOW OF THE BRITISH DAIRY FARMERS' ASSOCIATION AT OLYMPIA : A general view of the Show during the judging of British Friesians on the first day. Six selected animals from this breed of cattle won the coveted Bledisloe Challenge Trophy for the seventh time in succession. Although there were no live pigs at the Show, there was lively competition in the exhibition of bacon, and the quality of carcases entered was very high. All three of the buildings at Olympia were needed to house the 400 cows, goats and milking equipment.

On right—

THE WINNER OF THE BUCKHURST CUP COMPETITION : Mr. C. S. Haslam, the owner of the Jersey cow Moles Postman Claucena, is seen receiving the cup from Mrs. Norman Cooper, who is the wife of a member of the Council of the British Dairy Farmers' Association.

BRITISH SPEEDBOATS ARE TO BE SOLD IN THE UNITED STATES : *Above*—An Albatross Sports Runabout seen making a high-speed turn during a demonstration run. *Below*—A picture illustrating how this boat, which weighs only 560 lb., can easily be towed by a normal-sized car. These small craft are built by Albatross Marine Limited, a firm run by three aircraft engineers, and which has an order for 100 of these high-speed pleasure boats in America. The Runabout is 12 ft. 8 ins. in length, seats three, and is constructed entirely of aluminium. It is powered by a special marine conversion of a Ford 10-h.p. engine and can reach speeds of up to 32 miles per hour. The firm was started and is run by three men : A. M. G. Peace, the Hon. Peter Hives and Bruce M. Campbell. Peace gained engineering experience with the Bristol Aeroplane Company and Hives with Rolls-Royce. The third member of the team was a test pilot with de Havillands. The first boat was built by the three men with their own hands, but now they have thirty-five employees, and the firm is steadily expanding.

THE QUEEN'S COLT IS RELUCTANT TO BOARD AN AIRLINER : Landau is seen at London Airport while attempts were being made to coach him into the aircraft which flew him to New York. One attendant is coaxing the colt with a handful of hay while another pulls on the reins. Inside the box two more attendants are pushing. Last Wednesday the colt raced in the Washington International Stakes.

A GREEK TIMBER SHIP NEARLY CAPSIZES IN THE RIVER THAMES : The 1,877-ton Greek timber ship *Kathariotissa* is seen with a heavy list as part of her cargo of timber falls over the side into the Thames. The list was caused partly by the cargo, but some water had seeped into a hold, and this was the main danger. It was thought at one time that the ship would capsize, but the hold was eventually pumped dry and the *Kathariotissa* was pronounced out of danger. Timber vessels, because of the buoyancy of the cargo they carry, are allowed to sail with a list, and often do so.

On left—

A PONY TRACK IS DEMOLISHED TO MAKE WAY FOR A HOUSING ESTATE : A view of the stands at the Northolt race-track as they are prepared for demolition. In their place a large new housing estate is to be built, part of which is already completed. As well as houses, there will be shops, a swimming pool and a running track. The estate will have nearly four miles of roadways, and there will be five schools. Northolt was the last pony track in use in this country.

AT WORK ON THE FOUNDATIONS OF THE NEW HIGH ALTAR OF ST. PAUL'S CATHEDRAL IN LONDON : Workmen are seen lowering one of the main girders into position. This girder is 32 ft. long and weighs 2 tons. The altar is being built from part of the funds raised for a memorial to members of the Commonwealth Forces who fell in the two World Wars. It is expected that it will be two years before the altar is completed.

TURKEY FARMERS LOOK AHEAD TO CHRISTMAS : A horse and cart is needed to carry the food for the 6,000 turkeys now being fattened at Manor Farm, Silchester, near Reading. Great care is taken in looking after these valuable birds, and on the left can be seen one of the special sheds where the turkeys are housed. The work is now increasing on turkey farms throughout the country.

THE TALES OF HOFFMANN

OFFENBACH'S OPERA OPENS THE AUTUMN SEASON AT THE ROYAL OPERA HOUSE

MATTIWILDA DOBBS SINGS THE ROLE OF OLYMPIA IN THE FIRST ACT OF OFFENBACH'S "THE TALES OF HOFFMANN," WHICH OPENED THE AUTUMN SEASON AT COVENT GARDEN LAST WEEK: The scene is at the party in which the mechanical doll, Olympia, sings before the assembly.

In 1851 a play called *Les Contes Fantastique d'Hoffmann*, by Jules Barbier and Michel Carré, was produced at the Odéon Theatre in Paris. Jacques Offenbach, then thirty-two years old, was Musical Director at the time, and his interest in the play as a theme for opera was born. In 1878, extracts from Hector Saloman's *Opéra Romantique*, based on the play, were performed, and Offenbach's interest was further aroused. He began negotiations for the presentation of his own version. *The Tales of Hoffmann* was first produced at the Paris Opéra-Comique in February 1881. During rehearsals the composer had fallen ill, and he died in October 1880, some months before the premiere. Offenbach had finished the score but not the orchestration, and this was completed by Ernest Guiraud, who had written the recitatives for *Carmen*.

AN ADMIRER OF GIULIETTA: Raymond Nilsson as Pittichinaccio, one of the lovers of the courtesan, in the third act.

COPPELIUS SELLS HOFFMANN THE MAGIC SPECTACLES: Hermann Uhde as Coppelius and Julius Patzak as the poet Hoffmann, in the first act when Hoffmann falls in love with the doll. The magic spectacles increase his delight in Olympia.

On left—
ANTONIA AND DR. MIRACLE: The murderous doctor (Hermann Uhde) tempts the ill-starred singer (Elsie Morison) to sing by evoking her dead mother's voice. The three then join in a trio until Antonia herself falls dead.

On right—
COURTESAN AND SORCERER: Hermann Uhde, as Dapertutto, shows the magic diamond to Eleanor Houston as Giulietta.

A FURTHER STAGE IN THE RECLAMATION OF THE ZUIDER ZEE: One of the most ambitious Dutch projects of the century has gone another stage towards completion with the finishing of the dyke connecting the new town of Lelystad with the mainland. The picture shows the closing of the dyke, with a crane dumping boulder clay into the remaining gap, half-way along its fifteen-mile length. Lelystad is to be the centre of the new Zuider Zee Province, which will consist of 500,000 acres of land reclaimed from the Zee. Already 300 people have taken up residence in the town as the advance population. Lelystad is named after Dr. Lely, the Dutch Minister of Dykes and Transport, who initiated this vast scheme in 1918. He planned the Zuider Zee province in five polders—tracts of land lower than the sea which are reclaimed for cultivation by the erection of dykes. The closing of the Lelystad dyke means that three of the polders are now completed, the two polders north-west and north-east of the Yssel Meer having previously been finished. The Lelystad dyke will be known as the East Polder. The reclamation of the Zuider Zee Province was interrupted for nine months by the floods there which did widespread damage in February last year.

A ROAD WILL RUN OVER THE CLOSED GAP: In the background beyond the gap which has just been closed, part of the highway can be seen which will top the 15 miles of the dyke. It will link the new Zuider Zee Province with the rest of Holland in all weathers. It is anticipated there will be no danger of isolation in the worst winters. Several million dollars of American financial aid have gone towards the constructional costs.

THE ZUIDER ZEE RECLAMATION

The Closing of the Dyke from Lelystad Means a Further Stage Towards the Completion of this Ambitious Dutch Project

THE DYKE IS CLOSED: The crane drops the last grabs of clay into the final gap. The Zuider Zee Scheme was started thirty years ago.

BLACKBURN'S NEW BISHOP ENTHRONED : The Right Rev. Walter Hubert Baddeley kneeling at the High Altar in Blackburn Cathedral during the service when he was enthroned by the Provost as the third Bishop of the diocese. The Bishop's throne, the gift of the late Mr. T. B. Lewis, is seen in its position in the centre of the East End behind the altar. Clergy and people from all parts of this Lancashire Diocese were present in the Cathedral Church of St. Mary for the service; other people waited outside to watch the Bishop give the three customary knocks upon the door. As the procession of civic dignitaries left the Town Hall to attend the service, trumpeters sounded a fanfare. Blackburn's new Bishop, who has been translated from the Suffragan-Bishopric of Whitby, was ordained shortly after the First World War, during which time he had been awarded the Military Cross and the Distinguished Service Order. He was consecrated as Bishop of Melanesia in 1932, and for the next fifteen years was responsible for the pastoral care of a vastly scattered population living in the islands of the South Pacific. During the recent War Bishop Baddeley stayed in the Solomons and, among other duties, acted as a chaplain to the Royal New Zealand Navy. He returned to England in 1947 to take up his work in Yorkshire.

FROM CITY AND TOWN

ECCLESIASTICAL AND CIVIC EVENTS IN BLACKBURN, LONDON, GLASGOW AND COLCHESTER

THE ENTHRONEMENT BY THE PROVOST OF BLACKBURN, THE VERY REV. WILLIAM KAY : The Bishop's throne is flanked by the choir and clergy. Blackburn became a separate diocese in 1926 ; the diocesan bishop is now assisted in his work by two suffragan bishops at Burnley and Lancaster.

On left—
THE LORD MAYOR-ELECT OF THE CITY OF LONDON : Alderman H. W. Seymour Howard is seen with his wife leaving the House of Lords, where he had attended a reception given in his honour by the Lord Chancellor, Lord Kilmuir.

On right—
THE LORD MAYOR OF LONDON UNVEILS A MEMORIAL TO THE ROUGH RIDERS : Sir Noel Bowater, the Lord Mayor of London, is seen inspecting a guard of honour from the City of London Yeomanry outside St. Bartholomew-the-Great in West Smithfield. The Lord Mayor attended the church to unveil a memorial to the men from the regiment who fell in World War II.

THE ANNUAL CEREMONY OF THE RENDERING OF QUIT RENTS TO THE CROWN: A 700-year-old custom of the City of London Corporation is enacted at the Law Courts. The rents are in respect of a piece of waste ground called the Moors, in Shropshire, and a tenement called the Forge, the site of which is situated outside St. Clement Danes Church, in the Strand. In the picture above, the City Solicitor, Mr. Desmond Heap, is seen counting out six large horse-shoes and a bag of sixty-one nails as the rent for the Forge, and, *below*, chopping two faggots with a billhook and hatchet on behalf of the Forge.

CEREMONY AT GLASGOW—A NEW RECTOR IS INSTALLED AT GLASGOW UNIVERSITY: Dr. J. T. Honeyman is seen being helped into his gown during the ceremony at St. Andrew's Hall. During his oration after the installation, Dr. Honeyman urged students to cultivate their emotions and their imaginations to help face the problems of the world. As has been the custom during past ceremonies, the new rector had to talk for most of the time against prolonged and noisy interruptions from students in the audience. Afterwards two students were arrested following incidents in the street.

A TRIBUTE TO THE OYSTER—THE ANNUAL OYSTER FEAST AT COLCHESTER: Sitting immediately below the second policeman from the right is the Mayor of Colchester, Councillor T. H. Morris. On his right is Mr. Winthrop Aldrich, the American Ambassador. Among other well-known guests was Lord Hailsham, Q.C., who proposed the toast to the Oyster. Sir Andrew Clark, Q.C., responded. All speakers paid the customary tributes to oysters in general and to the succulent Colchester oysters in particular.

The "FAMILY CAR" SHOW in RETROSPECT

Some Thoughts on the 1954 Motor Show at Earls Court, which was Staged More Attractively and Artistically than Ever Before

BY "THE SPHERE" MOTORING CORRESPONDENT

MR. A. B. WARING, President of the Society of Motor Manufacturers, was right when he described this year's Motor Show as the "family car" exhibition. He was comparing it with last year's Show, when the accent was on "baby" cars.

It is no exaggeration to describe the wonderful collection of British and foreign cars at Earls Court as the finest Motor Show the world has ever seen. Huge crowds of people swarmed through the turnstiles every day, and even on the new-style "expensive" days, when it cost £1 a head up to five o'clock, there were very large attendances.

Viscount Montgomery of Alamein certainly made no attempt to curry favour with the motor industry—or with motorists in general, for that matter—when he formally opened the Show. He talked a lot about roads, but instead of coming out strongly for a proper system of modern motor-ways, he concentrated on what he described as "the need to get a balanced picture of the transport problem as a whole."

"The road problem," he said, "must be made to fit into this balanced picture. Are we, for instance, making the best use of our railways?"

The amount of money available for capital investment in this country is not unlimited, he said, and the roads were serious competitors of industry in this matter.

The British Road Federation were quick to reply to the famous soldier. "The country's capital investment programme this year amounts to £2,300,000,000," said a spokesman. "The cost of a modern motor-way from London to Birmingham would be about £20,000,000—less than 1 per cent. of the total already committed."

There's no doubt at all that our great Motor Show was staged more attractively and artistically than ever before. Great ingenuity was shown in the production of eye-catching devices and the clever use of floral decoration was greatly admired. The variety of working models, revolving chassis frames and cutaway exhibits was the greatest yet.

The Motor Show dinner at the Grosvenor House Hotel was again attended by an enormous crowd of about 1,200 people who heard Mr. Waring give an interesting new slant on the burden of taxation which is borne by the motoring community. After recalling that during 1954 about £400,000,000 would be "extracted" from vehicle owners in licence, fuel and purchase taxes, the S.M.M.T. President said: "This imposition hits hardest the man who can least afford it—the ordinary private owner who uses his car for business purposes only occasionally.

"He looks with dismay on the 2s. 6d. tax he pays when he buys a gallon of petrol and he limits his mileage accordingly. He travels about 6,000 miles a year, and on this basis his annual car tax of £12 costs ½d. a mile.

"When spread over a ten-year life, purchase tax on his car works out at a penny a mile; and petrol tax, calculated at 30 miles to the gallon, costs a penny a mile also.

"This means that in addition to the basic cost of running his car, he pays 2½d. a mile to the Government in taxes. On a journey from Birmingham to London and back, these taxes alone cost him £2 5s. 10d., or only 3s. less than the price of a first-class return railway ticket." I have never heard this tax position presented more dramatically.

It was happily appropriate that during the Show the S.M.M.T. was able to report that during the first nine months of 1954 the industry exported 282,347 cars, compared with 230,771 in the same period last year. The value of these exports was £91,443,514, compared with £80,139,352. Australia remained our best overseas customer, but Sweden jumped from fourth to second place and pushed the U.S.A. into third position.

A survey of the colour schemes adopted for the cars at this year's Show indicates that of the 280 cars on view, only 30 were black. Eighty-five were in full colour, 57 in pastel shades, 37 in metallic finishes and 71 in two shades. The most popular colours were green for the "full colour" cars; ivory, fawn and cream for the pastel shades; and grey for the metallic finishes.

Last year, pastel shades and metallic finishes were in the ascendant, but their popularity seems to have declined this year, whereas the number of cars painted in one full colour has greatly increased. The "two-tone" finish, with different colours used for the upper and lower parts of the body, has also increased in popularity.

As always, the exhibits in the special coachwork section of the Show attracted great interest and evoked much admiration. Here were superb examples of the coachbuilder's art and craftsmanship. Outstanding exhibits were to be seen on the stands of Hooper and Company, established 147 years ago to build carriages for the nineteenth-century nobility; Freestone and Webb, whose Rolls-Royce Silver Wraith long wheelbase limousine was one of the most luxurious cars in the Show; and Park Ward, who have just produced new saloon and drop-head coupé versions of the 100 m.p.h. Bentley Continental.

The Show did not produce anything revolutionary in the mechanical sphere. We have still to wait a long time for a production model of a turbine-engined car which will be within the financial reach of even the wealthier motorists. It seems a pity that none of the several big British manufacturers who are known to be working seriously on experimental turbocars, was able to present any evidence of the progress they are making. It would have been a useful bit of window-dressing, if nothing more. Tremendous interest was shown at the Paris Salon in the striking "Firebird" turbocar of General Motors.

As I said in my last notes, the Show revealed some progress in the developing use of automatic transmissions for British cars, but we have to wait some time yet before we see an example of the electro-magnetic clutch, for which a big future is prophesied.

One mechanical novelty at Earls Court this year—though "novelty" is perhaps too strong a word—was the power-assisted steering, demonstrated by Girling Limited in an Armstrong-Siddeley Sapphire. It is suitable for use on both private cars and commercial vehicles.

Britain has lagged behind the U.S. in the development of power-assisted steering, but that is because British cars are, on the whole, smaller and lighter than the average American sedan, and do not need power assistance for their steering. This device could, however, be a great advantage on some of our bigger cars, and it is this market at which Girling Limited is aiming—apart, of course, from the commercial field. I have tried out the Girling mechanism and was most impressed.

I think women drivers of heavy British cars would welcome this feature.

As always, the gallery at Earls Court, with its scores of accessory and component stands, was a wonderland of gadgetry which delighted the hearts of many thousands of Show visitors.

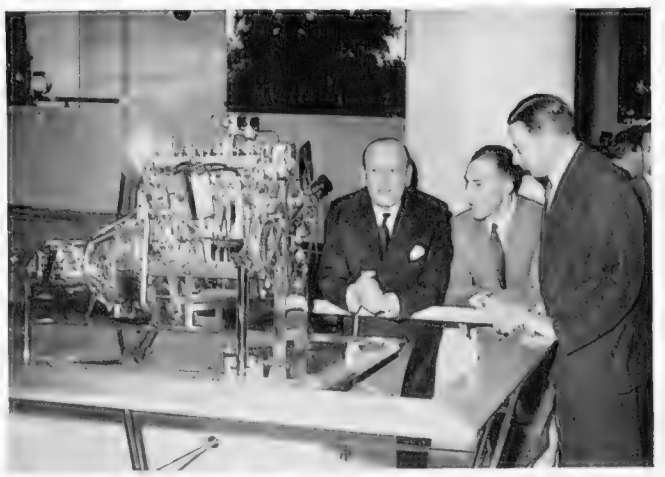
The new tubeless tyres attracted much interest. This interesting development, which has taken firm root in America, is considered by many to make it possible for car manufacturers to discard the spare wheel altogether. The advantage of this move is obvious. It would save weight, expense and space. But British car manufacturers and their customers will both have to be convinced a little more positively that these new tubeless tyres really are puncture-proof. No-one likes changing a wheel—particularly at night in the rain—but it's a comforting thought to know that there is a spare wheel in the luggage boot ready for emergency use.

An interesting device which caught the eye of many motorists in the gallery was the "head-on" power decarboniser which, by the use of air-pressure blast, cleans combustion chambers without removing the cylinder head. It is claimed that with this American invention, now built under licence in this country by Triangle Products Limited, you can remove even the heaviest carbon deposits in a cylinder in four minutes.

This is achieved—I am quoting the Triangle brochure—by pressure injection of hard-grained non-abrasive and completely harmless granules through the sparking-plug holes. As soon as the granules enter the combustion chamber, they are instantly scavenged along with all the loosened carbon particles and are ejected through a return tube into a disposable paper bag. The apparatus costs £75 and appeals, of course, to the garage proprietor rather than to the private motorist!

The healthy state of Britain's motor industry has been strikingly demonstrated by the recent announcements by some of our "Big Six" car firms of huge expansion schemes costing many millions of pounds. The Ford Motor Company is to spend £65,000,000 over the next five years on an expansion and modernisation programme which will increase their factory space by 4,000,000 square feet.

Vauxhall Motors also have a five-year programme of factory expansion which will cost £36,000,000. The British Motor Corporation and the Rootes Group have announced big development schemes, and Rover Cars have already started on factory extensions at Solihull, Birmingham, which they hope will enable them to increase their Land-Rover production by 50 per cent.



INTRODUCING THE NEW RANGE OF HILLMAN CARS: Inspecting the new highly-developed overhead-valve engine, which is fitted to the new Hillman Minx de luxe saloon, are, from the left, Sir Reginald Rootes, Stirling Moss and Sir William Rootes. The occasion was a London conference when Sir William introduced the five new models produced by the Rootes Group.

LONDON'S NEW SIGNPOSTS: The Minister of Transport, Mr. John Boyd-Carpenter, looking at the first of the signs for the new signposting scheme for through routes in the London area; the occasion was the recent week-long exhibition at Berkeley Square House. Also seen in the picture are C. E. Hollinghurst, Div. Road Engineers (Metropolitan), and J. F. A. Baker, Chief Engineer to the Ministry.

A NEW MODEL DESIGNED BY A GERMAN . . .: Accompanied by his daughters, Egon Bruetsch, of Stuttgart, rides in his three-wheel car. With its plastic body, Bruetsch claims it weighs only half as much as with a metal body; it has a 500 cc. engine. The first production licence has been sold to France, but if made in Germany the car is expected to cost about £180.

. . . AND ONE BY SYDNEY ALLARD: This is the Clipper, a new car designed to seat three adults in the front seat and two children in the rear "dickey" seat. Powered by a 350 cc. Villiers engine, the three-wheeled car is said to be capable of 50 m.p.h. and between 60-70 miles per gallon; it is 10 ft. long. The price, including purchase tax, would be £267.

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The World of Books—By VERNON FANE

THE GREAT MOUNTAIN

A Member of the 1953 Everest Team Writes his Story; the Last Volume of Mr. Sean O'Casey's Autobiography; the Royal Marine Commandos in Malaya

THERE are some words that have magic to most Englishmen and "south" is one of these, a word that seems to be accompanied by an inexplicable lifting of the spirits that for some reason, possibly a Puritan residue of feeling, doesn't necessarily come to us with such terms as "ease" or "happiness." So that Mr. Wilfrid Noyce's magnificent story of his experiences during the Everest ascent gets off to a flying start under its title of SOUTH COL (Heinemann. 21s.), and never falters after that.

The first attempt at the summit itself was made by Tom Bourdillon and Charles Evans; the second and successful one, as the world knows, by Edmund Hillary and Sherpa Tensing. If a third had been necessary, John Hunt planned that it should be by himself with Wilfrid Noyce. This book is Mr. Noyce's personal, even intimate record of the climb from the day when, seven months earlier, he was asked to join the expedition, through the days of training in Wales, the journey out, the acclimatisation, the "walk" through Nepal, the establishing of progressively higher camps up to the eighth on the South Col, and the ninth, under the summit itself, and the final assault. For what Sir Edmund really said when he was coming down from that tremendous feat, see page 229. It's wonderful; in fact, the whole book is wonderful. I can honestly say that I didn't miss a line or a word or a comma, and I don't think you will either. Mr. Noyce is one of the great mountaineers of the world, but he is also a poet, and these pages prove it.

A HANDSOME AND UNCOSTLY NEW BINDING FOR CLASSICAL WORKS: The picture shows *Jane Eyre* with the new quarter-polished morocco binding in which several of the Oxford University Press "World's Classics" now appear, at half a guinea a volume. Among the authors whose works are being produced in this form are Trollope, Jane Austen, Charlotte and Emily Brontë, Burns, Tennyson and Wordsworth. Other Oxford books of the "World's Classics" series are inexpensively bound in moroccoette.

TEFEDEST (Allen and Unwin. 18s.), by M. Louis Carl and M. Joseph Petit, two young Parisians, is the record of their journey across the Sahara to a remote range of mountains, of which the Tefedest forms part, where there were reputedly some fine prehistoric rock paintings. They travelled there on camels, and brought back with them from the heart of the desert, tracings, copies and photographs of the frescoes they found, as well as the material for a brightly written travel book, that reflects the excitement of the explorer, and the enthusiasms of intelligent youth. The translation from the French has been made by Mr. Stephen Becker.

Mr. John Moore's writing is at its smooth and admirable best when he is discussing, as in his new book, what he calls some country contentments. THE SEASON OF THE YEAR (Collins. 15s.) is shaped in diary form, each chapter a month, and each chapter, too, an essay of considerable charm, erudition and humour, whether its subject is the excellence of grass snakes as pets, the alcoholic content of home-made wine, or the fact that, according to the gardener, "Them enemies be out" in the shrubbery, and a consequent dissertation on the beauties of the frail wind-flower. This is a book to linger over, to pick up and savour from time to time, and to keep by bed or favourite chair.

SUNSET AND EVENING STAR (Macmillan. 21s.) is the last volume of Mr. Sean O'Casey's highly individual autobiography, which, of course, is just the quality that an autobiography should have. Mr. O'Casey introduces his with a most attractive photograph of his family, his beautiful wife, his two sons, his daughter, and Sean himself, smiling, dauntless and with one of those terrible caps that Irishmen and football supporters feel compelled to wear.

The book is prefaced also by a Chinese proverb of great merit: "You cannot prevent," it reads, "the birds of sadness from flying over your head, but you can prevent them building nests in your hair." Mr. O'Casey, one of the most significant playwrights of our lifetime, has done this notably, and his memoirs carry with them a tremendous assertion of life, provocative, but never quiescent, and never bogged down in passive acceptance.

Dr. Edwin Muir's autobiography, titled with such restraint, is partly a revised version of one that was published fourteen years ago, and partly a new account of what has happened to him, physically, geographically and spiritually, since that time. AN AUTOBIOGRAPHY (Hogarth Press. 18s.) has more than one focus of interest. There is the connecting thread, or backbone, as it were, of the fact that Dr. Muir is an Orkneyman just as essentially as he is a novelist, a poet or a critic, and that many of the book's best passages are inspired by just that fact. And there is an equally valid conclusion that he is a man with a great feeling for Central Europe as evidenced by his many visits, by his subtle translations, with Mrs. Muir, from the German, and by his success in a post-war appointment to the British Council in Prague.

THE JOURNAL OF KATHERINE MANSFIELD, 1904–1922 (Constable. 30s.), is announced as the definitive edition, and includes previously expurgated passages, and additions made possible by the recovery of lost volumes. She remains what she has always been, a writer's writer and, to those of us familiar with the greater part of this book, a continued enchantment. I wonder what the young, to whom her name is scarcely a legend, will think of these diaries.

GREEN BERET, RED STAR (Eyre and Spottiswoode. 18s.) is a good and heartening book about the work and exploits of the Royal Marine Commandos in Malaya during two years of their service, and the title was suggested by their own headgear and by the badge worn on the caps of the terrorists. In his foreword, the G.I.G.S., Sir John Harding, writes of the "hard work, devotion to duty and good comradeship, of which the Royal Marines have every reason to be proud." Major Anthony Crockett's book amply bears out what is, after all, the opinion of a great expert.

The next two books of reminiscences and pleasantly garrulous talk have very likable qualities in common. Mr. Ronald Farquharson, in THE FARTHING CANDLE (Hodder and Stoughton. 12s. 6d.), writes about travels in China, Africa, Austria and around the Mediterranean with that brand of nonchalance which is the product of long and hard experience, and Mr. H. Warner Allen, in THROUGH A WINE GLASS (Michael Joseph. 15s.), writes of some of the *grands crus* and of some of the people who make them available to us.

How curious it is, and how often it happens that, irrespective of centenaries and celebrations, a number of people will choose the same figure in the same year for a biography. Now comes another study of General Gordon, this time by Mr. Charles Beatty: HIS COUNTRY WAS THE WORLD (Chatto and Windus. 21s.). I found it a little emotional, but then no one could deny that Gordon was that, too. It is a little and perhaps again appropriately biassed, but extremely readable.

A CORNISH WAIF'S STORY (Odhams. 12s. 6d.) is the anonymous autobiography of a Cornish girl, who is now a woman in her sixties, and it was sent to the Cornish historian and man of letters, Mr. A. L. Rowse, who recommends it, as I think rightly, for its qualities of realism, generosity and toughness.

Mr. Louis Bromfield has created and written A NEW PATTERN FOR A TIRED WORLD (Cassell. 16s.) which, as the Victorian music-hall singers would say, is very, very kind of Mr. Bromfield. His plan and the reasons for its necessarily being the best plan, are expounded at some length, but could be described more briefly. He sees the world's salvation in terms of better understanding of, and, indeed, practise of American capitalistic methods, and thinks it would be a fine idea to unite into economic blocs such countries (if the term applies) as Asia and East Russia, West Russia and Europe, America, Canada, Mexico and Brazil, and so on. It should come as a surprise to nobody to read that Mr. Bromfield takes a pretty dim view of Britain, past, present, and future.

Mr. Alan Moorehead's modern romance, A SUMMER NIGHT (Hamish Hamilton. 10s. 6d.), has echoes of Portofino or somewhere, as gossip columnists used to say, not a hundred miles from it. Very civilised and unemotional, even in its love scenes, and on the whole better about places than people.

Richard (*Doctor in the House*) Gordon has written his first novel, with THE CAPTAIN'S TABLE (Michael Joseph. 10s. 6d.), and it is very funny and very endearing. What a gift he has for the creation of character, or for the observation of character, for if he is to be docketed as a reporter he is certainly an inspired one. By the end of this book I felt I knew the diffident Captain Ebbs so well that I nearly put him on my overseas list for Christmas cards, in case he was at Fremantle at the time.

Colonel Bernard Fergusson has written his very first novel in THE RARE ADVENTURE (Collins. 12s. 6d.), a briskly told yarn of intrigues and fights in an island off Tunisia in the present day; enjoyable and uncomplicated by subtleties.

In **THE SCALPEL, THE SWORD** (Hale. 16s.), *Sydney Gordon and Ted Allan tell the story of Dr. Norman Bethune, the Canadian thoracic surgeon, painter, soldier, lecturer and inventor, who "dedicated his life to the cause of China's national emancipation."*

Another biography portrays the life of a famous comedian. It is entitled **GROUCHO** (Gollancz. 16s.), *and is written by his son. Arthur Marx: there are several illustrations.*

ORIENTAL BLUE AND WHITE (Faber. 30s.), *by Sir Harry Garner, describes in words and pictures the story of the painting of blue designs on white porcelain, from its origin in the fourteenth century.*

The first volume in a new series of great subjects entitled **Hulton's Picture Histories,** *is* **BALLET** (Hulton Press. 25s). *The text is by Arnold Haskell, and there are 558 illustrations.*

VICTORIANA ASCENDANT

Mr. Laver's Wise and Witty Commentary

One glance at the bric-à-brac shops and the antique dealers of London and the truth is revealed—it is no longer fashionable to deride the Victorian age and Victoriana; the moment has apparently come to sing its praises and to collect its objects of virtue. James Laver more than amply underlines the point with his delightful new anthology, VICTORIAN VISTA (Hulton Press. 25s.). This is, in part, an anthology of the Victorians' own words and arts, but Mr. Laver's enthusiasm for his task has led him to contribute a full and witty commentary throughout. He divides his book into sixteen sections, covering the family circle, holidays at home, holidays abroad, etiquette, the soldiers of the Queen, "the new woman," a night out, and, of course, the æsthetes. On matters of dress Mr. Laver is a particular expert, and here he is possibly at his wisest and wittiest in commenting on that sombrely clad age in which Oscar Wilde called for a more joyous dress for men, commended the costume of the cavaliers, and by his influence and example condemned a whole generation of little ones to be dressed in the outfit of Lord Fauntleroy. It was no wonder that when Gilbert and Sullivan staged *Patience*, in 1881, they dressed their hero, Bunthorne, in knickerbockers, loose shirt and flowing tie—in fact, just as Wilde had himself appeared in the streets of London. Mr. Laver not only touches on the bright and sometimes bizarre surface of life in Victorian times, but dwells at some length on the condition of the workers who, having lost their heritage in the countryside, found unending drudgery, ill health and degradation in the new factories of industrially developing England. The photographs, drawings and pictures chosen for *Victorian Vista* are first-rate.

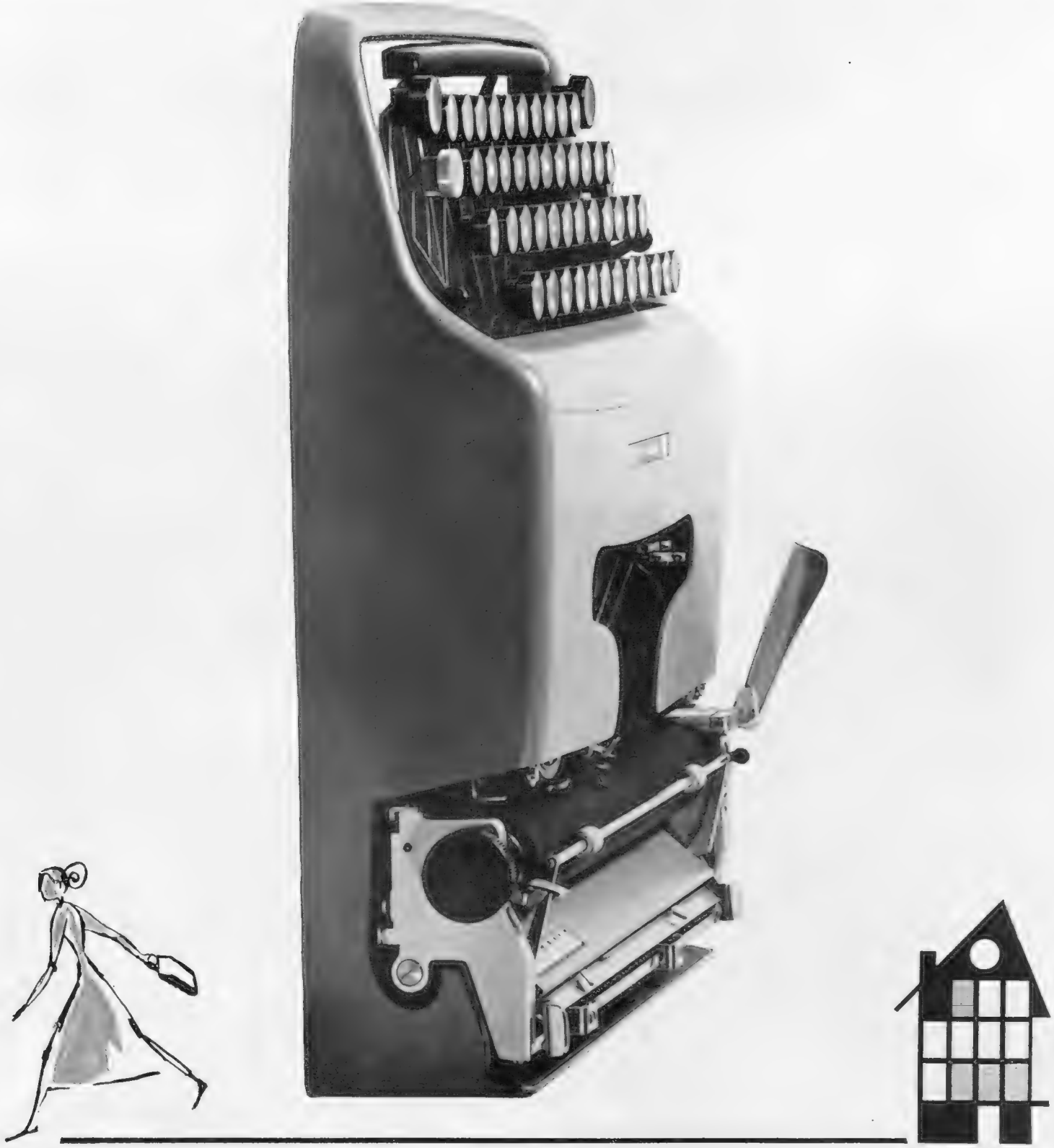
Mr. A. C. Ward set himself a massive task with his ILLUSTRATED HISTORY OF ENGLISH LITERATURE. In Volume I he began with Chaucer and ended with Shakespeare; now in Volume II (Longmans. 25s.) he proceeds on his majestic, undogmatic way, surveying literary achievement, from the days of William Blake to the death of Bernard Shaw in 1950. In these two centuries the wit of Restoration comedy, the splendours of Milton's poetry, the beginning of journalism and the birth of the novel, the satires of Dryden and Pope, the great biography of Boswell, and the monumental history-recording of Gibbon, all went to make up the varied pattern of our literary history, and we can be grateful to Mr. Ward, both for the manner and the pace of his presentation. His comments are lively, but he never dictates, and, fully master of his subject, he reveals the pattern unerringly.

George Orwell lived hard because he drove himself on. He had a gift for understanding the political implications of his time. This man, who might in a more serene age have written a host of decorative but not very important books, forced himself into becoming a sort of pamphleteer; at any rate, that was Orwell's verdict on himself. Laurence Brander emphasises this point in his short but shrewd assessment, GEORGE ORWELL (Longmans. 12s. 6d.), a modest work which will surely prove of much value to future biographers of this forceful man who cherished the freedom to say what he thought necessary and felt, and said it with verve and originality. Mr. Brander likens George Orwell to Thackeray. Both were essayists with a sense of style deriving from the French atmosphere of their training, both felt strongly about society and, although poles apart in their ways of life, each used his powers as an essayist with reforming zeal and nagged at his readers with a will.

"The author does not search for the right word. He calls; it comes." That was how Arnold Bennett, the man who got 2s. 6d. for each of his words whether right or wrong, described Thornton Wilder's novel, THE BRIDGE OF SAN LUIS REY, when it emerged to delight the world of letters in 1927. After that success Thornton Wilder never looked back, and it is good to see that Longmans are now issuing his works in a uniform edition. In addition to *The Bridge*, other titles in the series include *The Cabala* (Mr. Wilder's first novel, which appeared in 1926), *The Woman of Andros* (1930), and *The Ides of March*. The latter, published in 1948, is a novel of infinite grace and tenderness, much wisdom, and no little wit. Each volume is priced at 9s. 6d.

Antoni Ekart's VANISHED WITHOUT TRACE (Max Parrish. 16s.) is the story of seven years spent in Soviet Russia from 1940 to 1947. Between two spells in prison, Ekart, a Polish engineer, lived and worked as "a free man," in name at any rate, and now he writes his report soberly and without undue bitterness. Ekart is a technician not a propagandist, and because of its restraint his harrowing story gains measurably.

MR. GUY'S HOSPITAL (Longmans. 30s.) is Dr. H. C. Cameron's very complete account of one of London's major hospitals, and the man who endowed it. Dr. Cameron follows close in the footsteps of Wilks, that other chronicler of the hospital, and there is continuity in the fact that before Wilks died he himself was already at work as an Assistant Physician at Guy's.



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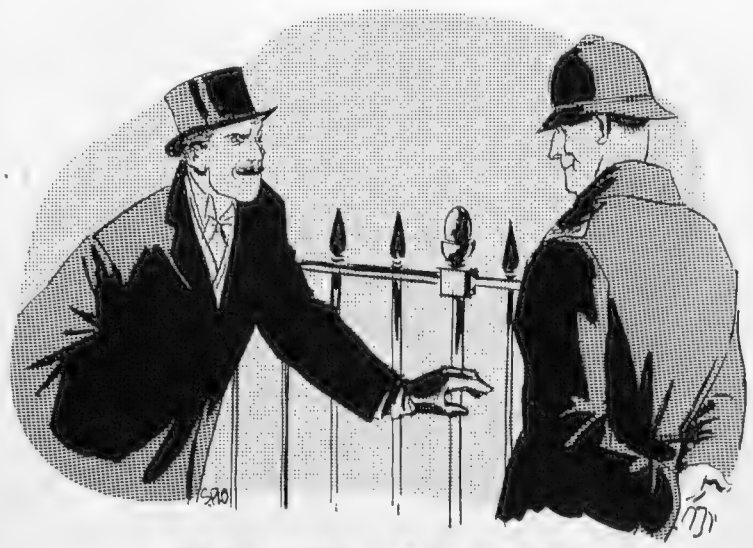

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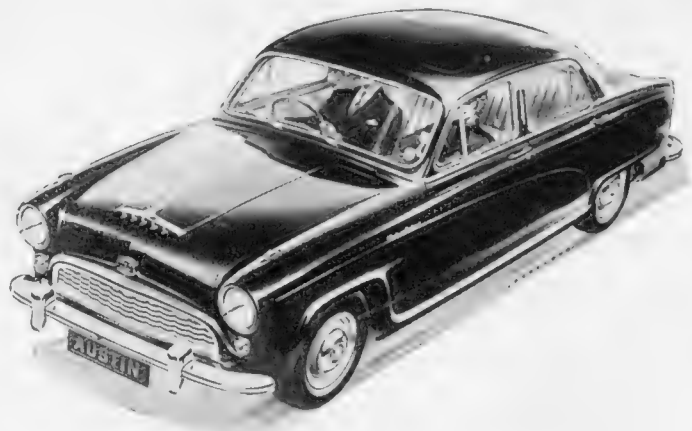

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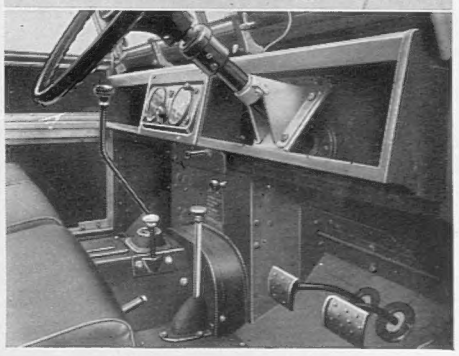

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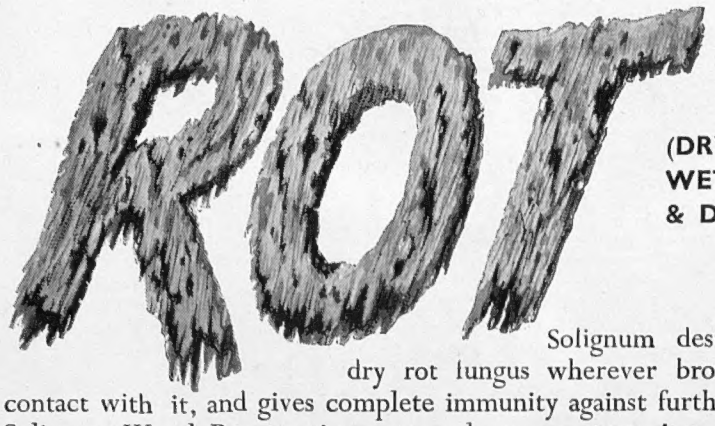

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NOVEMBER

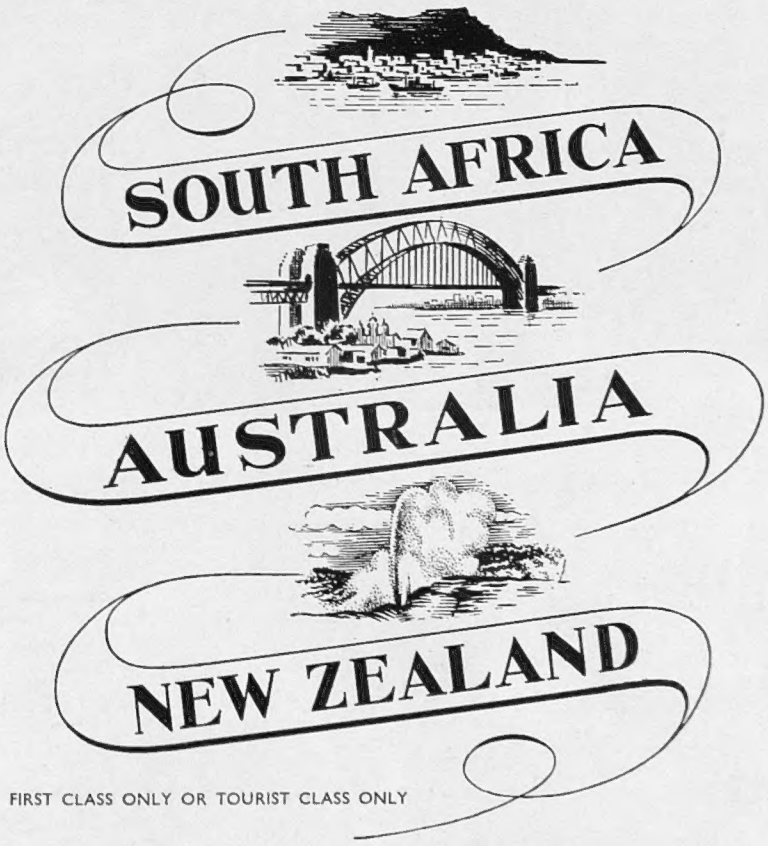
COUNT YOUR BLESSINGS

To the townsman, the sounds of winter are not very different from the sounds of summer. The pneumatic drill does not alter its note as the evenings draw in ; the cry of the newsvendor is not, like that of the peewit, stilled by an unfathomable impulse to migrate. But in the country the two seasons make very different impacts on the ear. Summer is never silent. Most of its sounds, like those on Prospero's island, "give delight and hurt not", though from this category we must exclude those made by wasps and thunderstorms.

Winter has a much more limited repertoire. Perhaps it is because they so often present themselves against a background of silence that we acquire a relish for its noises. The ring of an axe in the woods : the huntsman's horn across the valley : the grating, confidential call of partridges settling down for the night—when we grumble about the winter we do not grumble about these. And though writers, seeking to create a cheerless and forlorn atmosphere, often invoke the moaning of the wind in the eaves, not even the most provocative of them has attempted to suggest that this sound is half so dispiriting as the patter of rain on the roof of the cricket pavilion.

Banking makes no sounds like these. Only the subdued chatter of accounting machines and the clink of coins marks the unceasing service which the Midland Bank provides throughout the year to townsman and countryman alike.

MIDLAND BANK



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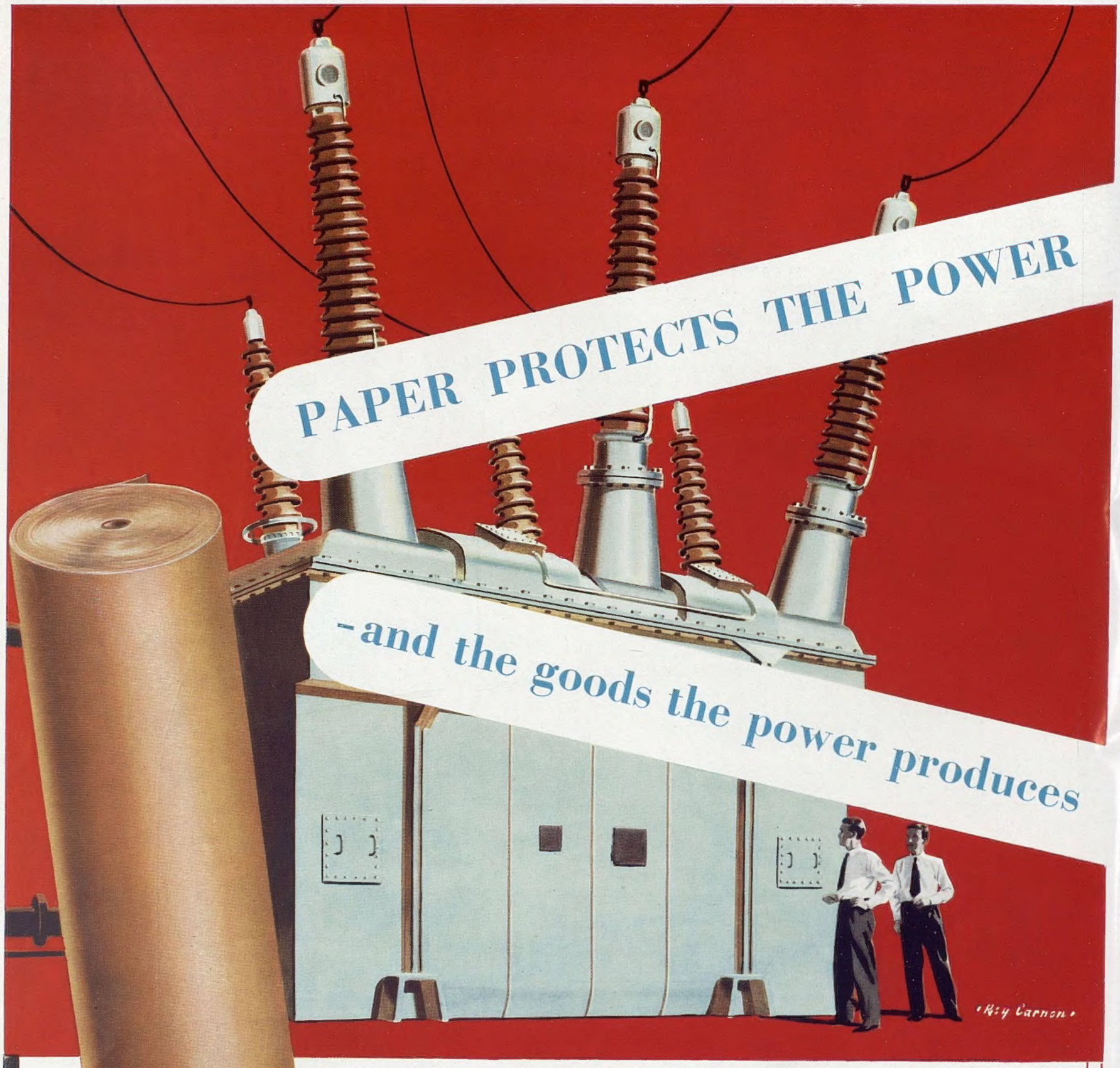
Pride of Cognac



In the giant transformers being built for the British Supergrid, it is not uncommon to incorporate as much as 12 tons of insulation. Of this the greater part is kraft paper—kraft paper similar to that which is used to protect so many of the goods produced by the power which the Grid distributes. In the packing of these goods kraft paper is indispensable, whether as a wrapping paper, or made into bags, or transformed into the strong multi-wall sacks which have revolutionised packaging technique. And the large-scale production of kraft paper in this country owes everything to the enterprise of the Reed Paper Group when in 1929 they turned their experience of high speed wide-reel paper making to the manufacture of kraft paper. Since then there has been an ever growing demand for Aylesford Kraft and at Aylesford Paper Mills to-day there is a greater quantity of kraft paper produced than at any other paper mill in Europe.

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